DRAFT

Prepared For:

City of Monterey Park
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Monterey Park, CA 91754

Environmental Impact Report for the 1688 W. Garvey Residential Project

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March 2021

Draft

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for the

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1.0 EXECUTIVE SUMMARY

The 1688 West Garvey Residential Project (Project) includes the proposed development of 16 single-family residences on a 6.22-acre site previously graded for residential development located at 1688 West Garvey Avenue in the City of Monterey Park (Project Site). This Section provides information on the background of the Project, as described in **Section 4.0: Project Description**, assessed in this Draft Environmental Impact Report (Draft EIR), and a summary of the information in this Draft EIR identifying the potential environmental impacts of the Project, the Project measures identified to mitigate these impacts, and the alternatives evaluated to provide additional information on ways to avoid or lessen these impacts.

OVERVIEW OF PROPOSED PROJECT

Regional and Local Setting

The Project Site is located within the northern portion of the City of Monterey Park (City), within the County of Los Angeles, just south of the City of Alhambra, as shown in **Figure 3.0-1: Regional Location Map** in **Section 3.0: Environmental Setting** of this Draft EIR. The City is approximately 9 miles south of the southern edge of the San Gabriel Mountains, and approximately 19 miles east of the Pacific Ocean.

The Project Site is located at 1688 West Garvey Avenue, south of roadway between Casuda Canyon Drive and Abajo Drive, as shown in **Figure 3.0-2: Project Location** in **Section 3.0** of this Draft EIR. The Project Site consists of a single 6.22-acre parcel (Assessor's Parcel Number 5254-002-031). The Project Site is located on a hill approximately 600 feet above mean sea level (AMSL) and approximately 150 feet above the intersection of West Garvey Avenue and Abajo Drive.

Project Characteristics

The Project would involve grading and installation of retaining walls to stabilize the slope as well as construction of 16 single-family residences and an open space lot, which are briefly described below and further described in **Section 4.0**.

Grading and Retaining Walls

The overall elevation of the Project Site will be lowered to soften the appearance of the existing slopes on the Project Site and reduce the length of the retaining walls on the Project Site. The Project Site would be graded and approximately 112,000 cubic yards (cy) of soil and debris would be excavated and hauled off the Project Site.

Two new retaining walls would be installed on the Project Site in order to help stabilize the regraded slopes, a Lower Sie Retaining Wall below the houses along West Garvey Avenue and an Upper Site

Retaining Wall above the houses and proposed private drive. The new Lower Site Retaining Wall would be set back from the property line to provide an area for landscaping. This retaining wall would be a pile-and-tieback wall, anchored in stable layers of earth, combined with a graded 2:1 slope. This retaining wall will gradually increase in height from less than 2 feet tall at its lowest point to approximately 42 feet at its tallest point. The elevation at the top of the retaining wall at its highest point would be approximately 521 feet above sea level. This is approximately 9 feet lower in elevation than the top of the hillside retaining wall installed in 1978 and 1979 and approximately 34 feet lower than the top of the existing hillside retaining wall on the upper portion of the Project Site. The new Lower Site Retaining Wall would be approximately 16,900 SF in area and approximately 830 feet in length and would be made of concrete.

Additionally, the Specific Plan would require the Lower Site Retaining wall along West Garvey Avenue to include a natural-looking finish. The Specific Plan identifies options for the treatment of this wall to minimize the visual impact of this wall as visible from West Garvey Avenue and other locations as shown in **Figure 4.0-4: Site Retaining Wall Finish Options** in **Section 4.0** of this Draft EIR. The finishes allowed include a sculpted and stained rock finish, a quarry finish with score lines, acid etching and/or sandblasting, or a landscaped finish with vines planted at the base of the wall that would grow up the wall. No further City approval of the wall finish will be required so long as the Lower Site Retaining Wall substantially conforms with the options in the Specific Plan. The Lower Site Retaining Wall will include one of the design finish options described in the Specific Plan with trees planted along West Garvey Avenue and other landscaping at the base of the wall.

The new Upper Site Retaining Wall is designed to stabilize the existing slope to allow development to proceed. The new Upper Site Retaining Wall would be a maximum of 45 feet tall and approximately 1,200 feet in length. The wall would be a soil nail type, anchored in stable layers of earth. The Upper Site Retaining Wall would include a landscaped finish with trees planted in front of the wall and vines planted at the base of the wall that would grow up the wall.

Depending on the soil conditions of each lot, the residences would include enhanced foundations, with deeper footings, and shallow and deep caissons.

Development

The Project would include subdivision of 6.22 acres to create a total of 17 lots – 16 lots for development of single-family homes and one open space lot – as shown in **Figure 4.0-3: Vesting Tentative Map** in **Section 4.0** of this Draft EIR**.** Lots 1 through 16 are the residential lots and would consist of approximately 177,000 SF; Lot A, the private access road, would consist of approximately 40,000 SF; and Lot B, open space, would consist of approximately 55,000 SF. The residential lots would range in size from 7,515 SF to 15,369 SF.

Site access would be provided from a gated private driveway from West Garvey Avenue as shown in **Figure 4.0-5: Entry Way Rendering** in **Section 4.0** of this Draft EIR. The driveway will be approximately 0.25 miles long and will contain a cul-de-sac at the other end. The Project would offer 47 garage parking spaces and up to 31 street parking spaces for a total of 78 parking spaces.

New infrastructure including wet and dry utilities, and curb and gutter will be installed on site to serve the proposed residences. These utilities would connect to existing infrastructure off site.

The Proposed Project includes trees, shrubs, and groundcover planted along West Garvey Avenue to further stabilize the slope along with hydroseeding with a grass and a native wildflower mix over the graded slopes. The trees along West Garvey Avenue would be planted approximately 25 feet apart.

Additional landscaping will be installed along the private driveway, the front yards of the homes, and other common areas. Trees would be planted between the driveway and the Upper Site Retaining Wall as shown in **Figure 4.0-6: Landscape Plan Lower** and **Figure 4.0-7: Landscape Plan Upper** in **Section 4.0:** of this Draft EIR.

Grading and installation of the site improvements would occur over approximately 36 months with construction of the 16 residences expected to be completed within three years following completion of the site improvements. Grading of the lower portion of the Project Site and construction of the Lower Site Retaining Wall is anticipated to begin in the 1st quarter of 2021 and be completed within 18 months. Grading of the upper portion of the Project Site, construction of the Upper Site Retaining Wall, utilities, private driveway and other site improvements, is anticipated to begin in the 4th quarter of 2022 and would be completed within 18 months. The construction of the residences would occur over the three following years, resulting in completion of development by the 3rd quarter of 2027.

INTENDED USES OF THIS DRAFT EIR

This EIR is being prepared to serve as the environmental review document for the following discretionary actions required to implement the Project:

Specific Plan Approval: Approval of the specific plan for the 1688 West Garvey Avenue Residential Project (Specific Plan). The Specific Plan includes development standards and design guidelines to guide the development of the proposed single-family residences on the Project Site.

Zone Change: Zone change from zone R-3 (High Density Residential) to 1688 West Garvey Specific Plan.

Vesting Tentative Map: Approval of the Vesting Tentative Map (VTM) for the 17- Lot subdivision for residential and open space purposes.

Development Agreement: Agreement with the City regarding development of the 1688 West Garvey Avenue Residential Project.

PROJECT OBJECTIVES

Section 15124(b) of the CEQA Guidelines[1] states that the project description must contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the CEQA Guidelines further states, "the statement of objectives should include the underlying purposes of the project."

The objectives of the Proposed Project are as follows:

- Provide stabilization for failing slopes.
- Improve the aesthetic quality of the Project Site.
- Provide the maximum amount of housing on the Project Site to assist the City with meeting the housing production goals in the City's Housing Element.

SUMMARY OF ALTERNATIVES

In order to provide informed decision-making in accordance with Section 15126.6 of the CEQA Guidelines, this Draft EIR considers a range of alternatives to the Project. **Section 6.0: Alternatives** of this Draft EIR provides the analysis of each alternative and includes discussion of the following alternatives:

- **Alternative 1:** No Project Alternative
- **Alternative 2:** Multi-Family Development Alternative
- **Alternative 3:** Alternative Retaining Wall Design
- **Alternative 4:** Reduced Density Alternative

A brief description of each of these alternatives is provided below with a summary of the evaluation of each.

1 All references to "CEQA Guidelines" refers to California Code of Regulations, Title 14, section 15000, *et seq*.

Alternative 1—No Project

Section 15126.6(e) of the CEQA Guidelines states: "the No Project/No Build Alternative means 'no build' wherein the existing environmental setting is maintained." However, the No Project Alternative must also consider what would be reasonably expected to occur in the foreseeable future if the Project were not approved. Accordingly, the No Project Alternative assumes the Project Site would not be developed with residential uses. The No Project Alternative only analyzes the residential (and associated) improvements to the Project Site; it does not include construction of the Lower Retaining Wall which must be developed in accordance with an existing settlement agreement with the City to stabilize the slopes on the Project Site. That settlement agreement differentiates between Project A – which is the proposed Project examined by this Draft EIR – and "Project B." The latter project is a nuisance abatement proceeding which the City would undertake at the property owner's expense if Project A is not approved or the property owner fails to complete Project B in accordance with the City's directions.

The No Project Alternative would include complete removal of the existing retaining walls on the Project Site. The slope would then be graded and recompacted, ground anchors would be installed, and the slope would be covered with a wire, hexagonal, mesh. A lower retaining wall would be installed to stabilize the slope. The retaining wall would have a maximum height of 17 feet and be located closer to the public right of way than the retaining wall associated with the Proposed Project. The existing roadway improvements would be removed. Similar to the Project, approximately 75,000 cubic yards of debris and soil would be exported off-site to stabilize this portion of the Project Site. The slope would be hydroseeded after stabilization, but no other landscaping would exist on the Project Site. Under the No Project Alternative, the Project Site would not be stabilized in a manner that would support future development. For this reason, if future development were to occur, the Project Site would need to be graded again.

Conclusion

The No Project Alternative would reduce environmental impacts when compared to the Project, with reduced air quality, noise, and transportation impacts. The No Project Alternative would still meet the objective of the Project to stabilize the existing slopes, and therefore, impacts to geology and soils would be similar to the Project. The No Project Alternative would still stabilize existing slopes, and therefore, impacts to biological resources would be similar to the Project. However, since the No Project Alternative would build the retaining wall right along the public right of way and would not allow for landscaping, impacts associated with aesthetics would be greater. Additionally, the No Project Alternative would not include the development of housing on the Project Site that would assist the City in meeting the housing production goals in the City's Housing Element, and for this reason, impacts related to land use would also be greater.

Alternative 2—Multi-Family Development Alternative

The Multi-Family Development Alternative considers development of the Project Site with a mix of single- and multi-family residences. The Multi-Family Development Alternative would include stabilization of the existing slopes in a similar manner as the Project with development of 17 single-family homes and 14 townhomes. The retaining walls for the Multi-Family Development Alternative would be taller and longer to provide the additional area needed to development the townhomes. The townhomes would be developed on the upper half of the Project Site and the 17 single-family homes would be along the lower part of the Project Site as shown in **Figure 6.0-1: Multi-Family Development Alternative Site Plan**. Landscaping would be planted in front of the retaining walls, similar to the Project. The construction timeframe for stabilizing the slopes would be the same as the Project, however, with the increase in the number of residential units, construction of the residential units would occur over a longer five-year period.

Conclusion

The Multi-Family Development Alternative would develop the Project Site with additional residential units which would therefore require longer and taller retaining walls. Impacts associated with aesthetics, and operational impacts associated with air quality, noise, and transportation would all be considered greater than those of the Project. Impacts related to biological resources, geology and soils, land use, and construction air quality, noise, and transportation would be similar as those of the Project. All of the Project objectives would be met by the Multi-Family Development Alternative.

Alternative 3—Alternative Retaining Wall Design

The Alternative Retaining Wall Design assumes the development would proceed as proposed with a different type of retaining wall than the proposed tieback wall included in the Project. The Alternative Retaining Wall Design includes a Mechanically Stabilized Earth (MSE) wall design which is made of interlocking masonry units with geogrid (a porous, fabric-like material) placed at intervals within the backfill behind the retaining wall. The design principle with an MSE wall is that the earth holds the wall in place while the wall holds the earth in place. The on-site soils are not suitable for backfill and in order to utilize this type of retaining wall, the backfill material would need to be imported to the Project Site. This retaining wall design would require the import of approximately 100,000 cubic yards of soil to stabilize the retaining wall in addition to the approximately 112,000 cubic yards of export due to grading and demolition of the existing improvements. Due to this, the construction of the Alternative Retaining Wall Design would take longer, and the cost would increase by three to four times more than the cost for the construction of the Project. Since this retaining wall provides a texturized surface that is more aesthetically

pleasing than a tie-back retaining wall, the wall would be built closer to the public right of way than the Project's retaining wall and landscaping would be minimal.

Conclusion

The Alternative Retaining Wall Design would utilize an MSE retaining wall that would be considered more aesthetically pleasing than the retaining wall proposed with the Project. However, there would be minimal landscaping in front of the MSE retaining wall under the Alternative Retaining Wall Design. With the MSE retaining wall approximately 100,000 cubic yards of additional soil import would be required to stabilize the wall. The Alternative Retaining Wall Design would result in incrementally greater impacts associated with aesthetics, and construction impacts associated with air quality, noise, and transportation. All other impacts would be similar to those of the Project. All of the Project objectives would be met with the Alternative Retaining Wall Design.

Alternative 4—Reduced Density Alternative

The Reduced Density Alternative includes the same slope stabilization plan as the Proposed Project, with construction of 8 homes along the private drive instead of the proposed 16. Grading, slope stabilization, retaining walls, and site improvements would be similar to the Proposed Project and would occur over approximately 30 months with construction of the homes following over 18 months. The total amount of grading would also be similar, involving grading and approximately 112,000 cubic yards of soil and debris would be excavated and hauled off site. Landscaping would be similar to the Proposed Project including includes trees, shrubs, and groundcover planted along West Garvey Avenue to further stabilize the slope along with hydroseeding with a grass and a native wildflower mix over the graded slopes. Tree would also be planted along West Garvey Avenue with climbing plants along the base of the retaining wall to screen views of the wall. Additional landscaping will be installed along the private driveway, the front yards of the homes, and other common areas. Trees would be planted between the driveway and the Upper Site Retaining Wall.

Conclusion

For the most part, the impacts associated with the Reduced Density Alternative would be less than significant, would reduce environmental impacts when compared to the Project, and would result in fewer impacts to air quality, noise, and transportation. The Reduced Density Alternative would still meet the goal of stabilizing the slope and would landscape similar to the Project, and therefore, impacts to aesthetics, biological resources, and geology and soils would be considered similar to those of the Project. The Reduced Density Alternative would develop less residential units than the Project, and although it would assist in meeting the City's RHNA housing allocation targets, it would be less than those of the Project, and therefore, impacts related to land use would also be considered incrementally greater. Without

development, the Project's objective of, providing the City with additional housing opportunities and contributing housing stock towards meeting the City's RHNA, would not be met as much as it would with the Project.

Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines requires that an EIR identify an environmentally superior alternative among the alternatives evaluated. If the No Project Alternative is the environmentally superior alternative, the EIR must identify another environmentally superior alternative among the remaining alternatives.

Table 6.0-11: Comparison of Alternatives to the Project shows the impacts under the Alternatives compared to the Project. While the impacts of the No Project Alternative would reduce impacts in comparison to the Project, the No Project Alternative would not achieve most of the Project objectives including providing the City with additional housing opportunities and contribute housing stock towards meeting the City's RHNA. Additionally, the No Project Alternative would also require the Project Site to be graded again if development were to occur in the future, which would result in additional impacts. For these reasons, the No Project Alternative is not environmentally superior to the Project.

The Multi-Family Development and the Alternative Retaining Wall Design Alternatives both meet the objectives of the Project and would result in similar, less than significant impacts when compared to the Project. The Multi-Family Alternative would also meet and exceed the Project objectives by providing the City with additional housing opportunities and contribute housing stock towards meeting the City's RHNA. However, the Multi-Family Development Alternative would result in incrementally greater aesthetic impacts and operational impacts associated with air quality, noise, and transportation than the Project. The Alternative Retaining Wall Design would result in incrementally greater aesthetic impacts and air quality, noise, and transportation impacts during construction. While all impacts would be less than significant with both alternatives, neither of these alternatives is environmentally superior to the Project as proposed.

The Reduced Density Alternative would reduce impacts in comparison to the Project and is considered the environmentally superior alternative. The Reduced Density Alternative would not meet the objective of the Project to maximize the amount of housing provided on the Project Site to assist the City in meeting the Housing Element production goals to the degree the Project would. In addition, the reduced number of homes would not generate the same amount of revenue as the Project and the amount of revenue generated would not be sufficient to offset the costs of stabilizing the slopes and constructing the necessary site improvements. For these reasons, the Reduced Density Alternative is not feasible.

AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Some issues of concern were expressed through responses to the Notice of Preparation (NOP). NOP comments expressed concern regarding potential impacts of Project Site drainage to surrounding parcels. All potential impacts resulting from the Project have been addressed throughout this Draft EIR. Potential impacts were mitigated to less than significant.

SUMMARY OF ENVIRONMENTAL IMPACTS

A summary of the potential environmental impacts of the Project and the measures identified to mitigate these impacts is provided below for each topic addressed in this Draft EIR. **Table 1.0-1: Summary of Project Impacts** summarizes the significance of the impacts of the Project based on the information and analysis in **Section 5.0: Environmental Impact Analysis** of this Draft EIR.

Table 1.0-1
Summary of Project Impacts

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
Aesthetics			
Threshold 5.1-1: Would the project have a substantial adverse effect on a scenic vista?			
Construction activities associated with the Project would not substantially affect existing scenic vistas of the distant San Gabriel Mountains. The Project Site and surrounding area are characterized by urban development, and the construction activities associated with development of the Project would not be of a scale, height, or density to substantially alter existing views available in the area. The General Plan does not designate any scenic vistas within the City. Impacts with respect to scenic vistas would be less than significant.	Less than Significant	None Required	Less than Significant
Threshold 5.1-2: Substantially damage scenic resources, without limitation, trees, rock outcroppings, and historic buildings within a State scenic highway?			
The Project Site has been previously graded and improved with a street for residential development but does not contain any existing buildings. Vegetation on the Project Site includes mostly native trees and shrubs on the upper portion, with a small mix of nonnative weeds and remnant landscape species. The lower portion of the Project Site is largely covered by plastic sheeting with some nonnative weedy species. These existing site features are not scenic resources. The nearest scenic highway is Interstate 210 (I-210) north of the City of Pasadena,[2] approximately six miles north of the Project Site, which is eligible for listing as a scenic highway. Views to and from I-210 are obstructed by the local topography and existing development. For these reasons, no impacts to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway would occur.	Less than Significant	None Required	Less than Significant

2 Caltrans, Scenic Highways, Scenic Highway System Lists, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed March 3, 2020.

	Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
Threshold 5.1-3:	**In nonurbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**			
	The existing Project Site is dilapidated and in disrepair, and current views of the Project Site from West Garvey Avenue and surrounding areas include the plastic sheeting and sandbags, as well as the steel and wood supplemental retaining wall. Retaining walls have failed over the years, and the sidewalk has been rendered unusable by fallen debris. Vegetation is overgrown, the on-site metal improvements are rusting, and the private access road pavement is cracked and unmaintained. Implementation of the Project would improve views of the Project Site by removing the existing remnants of the past slope failures and incomplete project development. The Project would also re-establish the existing sidewalk to allow for pedestrian access. The Project Site is located in an urbanized area and would not conflict with any zoning or other regulations governing scenic quality. The Project would not result in any adverse effect on the existing scenic quality of the Project Site as it would develop the Project Site in a manner that would be visually compatible with surrounding development. The Project would introduce 16 single-family residences on currently undeveloped land. All residential units would be two stories with a basement. The overall elevation of the Project Site will be lowered to soften the appearance of the existing slopes on the site and reduce the length of the retaining walls on the Project Site compared to the existing condition. The proposed development on the Project Site includes residences designed with a contemporary architectural design. The proposed residential lots accommodate eight different floor plans, each of which varies in massing to ensure variety in the visual character of the residential units. All residences will have flat roofs with a unified visual character created by the materials, including exterior plaster, fiber cement siding and panels, textured stone veneer, colored aluminum frame doors and windows, vertical wood slats, balconies, and sectional garage doors. The residential units will be off-white with light and dark grey panels and brown wooden slats and door and window frames. The Specific Plan would allow two-story residences with a basement. These figures illustrate building heights and	Less than Significant	None Required	Less than Significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
massing that would be developed with the implementation of the Project. The design would be further unified by the landscaping. The Project would be visually consistent with the low-density residential areas located along Sombrero Drive to the south, Fremont Avenue to the northeast, and Abajo Drive located directly east of the Project Site. The Specific Plan will address all of the development standards which the Proposed Project would be consistent with. The proposed Specific Plan would allow the installation of two new retaining walls to stabilize the slopes on the Project Site consisting of a Lower Site Retaining Wall below the houses and an Upper Site Retaining Wall above the private drive. The Lower Site Retaining Wall would be set back from the property line to provide an area for landscaping. This retaining wall will range in height from less than 2 feet tall at its lowest point to approximately 42 feet at its tallest point near the corner of West Garvey Avenue and Abajo Drive. The elevation at the top of the retaining wall at its highest point would be approximately 521 feet AMSL. This is about 9 feet lower in elevation than the top of the hillside retaining wall development in 1978-79 and about 34 feet lower than the top of the existing hillside retaining wall on the upper portion of the Project Site. The new Upper Site Retaining Wall would be approximately 45 feet tall at its tallest point. The Lower Site Retaining Wall would be more visible than the upper retaining wall, as it is along West Garvey Avenue. Trees would be planted along the base of both retaining walls to screen views of these walls in a manner that would minimize the visibility of these walls from West Garvey Avenue and other locations near the Project Site. Additionally, the Specific Plan would require the Lower Site Retaining wall along West Garvey Avenue to include a natural-looking finish. The Specific Plan identifies options for the treatment of this wall to minimize the visual impact of this wall as visible from West Garvey Avenue and other location**.** The finishes allowed include a sculpted and stained rock finish, a quarry finish with score lines, acid etching and/or sandblasting, or a landscaped finish with vines planted at the base of the wall that would grow up the wall. No further City approval of the wall finish will be required so long as the Lower Site Retaining Wall substantially conforms with the options in the Specific Plan. The Lower Site Retaining Wall will			

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
include one of the finish options described in the Specific Plan with trees planted along West Garvey Avenue and other landscaping at the base of the wall. The Specific Plan would require the Upper Site Retaining Wall to include a landscaped finish with trees planted in front of the wall and vines planted at the base of the wall that would grow up the wall. With the requirements in the proposed Specific Plan for landscaping in front of both the Lower and Upper Site Retaining Walls and for a natural-looking finish on the Lower Retaining Wall the impact of these retaining walls on the scenic quality of the surrounding area as visible from West Garvey Avenue and other locations would be less than significant. The Specific Plan addresses the design topics identified in the City's Design Review process. Section 21.36.060 of the MPMC includes the standards for design review approval. Standards (A), (B), and (C) below apply to the Project. Standard (D), addressing signs, is not applicable to the Project as no signs are proposed. (A) The architecture and mass of new buildings and structures and modifications of existing buildings and structures are compatible and in keeping with the character of the neighborhood and not detrimental to the general welfare of the neighborhood in which they are located. (B) The design and architecture reflects the values of the community; enhances the surrounding environment; and harmonizes with its surroundings. (C) The landscaping provides a visually pleasing setting for structures on the site. The Project is consistent with these standards addressing the architectural design and mass of the new residences and use of landscaping to create a pleasing visual setting for these residences. The grading would lower the overall elevation of the Project Site, which would soften the appearance of the existing slopes on the Project Site and reduce the length of the retaining walls on the Project Site compared to the existing walls. The Specific Plan would allow the development of 16 three-story residences, with most of the lower level of each residential unit built into the hillside to reduce the visibility of the lower level of each residence. The residential units would have a contemporary architectural style, with flat roofs, variations in massing and consistent materials and colors.			

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
The Master Landscape Plan includes trees, shrubs, and groundcover that would be planted along West Garvey Avenue. Graded slopes would be hydroseeded with a grass and native wildflower mix. Paperback trees would be planted along West Garvey Avenue. Cape Rush shrubs would be planted at the base of the trees. Australian willows would be planted on the hillside along West Garvey Avenue between the proposed single-family homes and the Lower Site Retaining Wall. A native fescue hydroseed mix and a California native wildflower mix would act as hillside groundcover. Yellow Lantana flowering groundcover would be planted to drape over the Lower Site Retaining Wall. Overall, a unified design character would be created that would enhance and harmonize with the surrounding area. The Project would not conflict with applicable zoning and other regulations governing scenic quality, and impacts would be less than significant.			
Threshold 5.1-4: Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			
Sources of light and glare currently existing within the area surrounding the Project Site are related to the existing streets and residential and commercial buildings. Currently, the Project Site does not contain any nighttime lighting. Minimal security lighting would be used during construction. Upon Project completion, the Project lighting would be similar in intensity, character, and coverage as existing light sources in the surrounding residential neighborhoods. The Project would include light sources typical of residential uses such as lighting along walkways and driveways, along landscaped areas, and exterior residential lighting. The Proposed Project will be required to conform with MPMC § 21.08.080[which regulates lighting. Additionally, a majority of building materials would consist of plaster, cement, wood, and thermally controlled windows which would all result in minimal glare. Accordingly, impacts to day or nighttime views in the area would be less than significant.	Less than Significant	None required	Less than Significant
Air Quality			
Threshold 5.2-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?			
Regional construction emissions would not exceed SCAQMD thresholds and would not result in potentially significant short-term air quality impacts. Moreover, temporary emissions of criteria pollutants would not exceed the	Less than Significant	None Required	Less than Significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
operational or localized SCAQMD thresholds and would not result in health-related impacts during construction and operation of the Proposed Project. Thus, the Proposed Project would not exceed any of the State and federal air quality standards and result in less than significant health-related impacts. The unmitigated daily maximum localized construction and operational emissions would also not exceed the SCAQMD daily significance thresholds for criteria pollutants. Therefore, localized construction and operation would not result in a potentially significant impacts and would be considered less than significant. The Proposed Project would not exceed the assumptions utilized in preparing the AQMP as the Project would be consistent with SCAG's 2016 RTP/SCS population growth for the area. The Proposed Project would not have a significant long-term impact on the region's ability to meet State and federal air quality standards. The Proposed Project would comply with all applicable SCAQMD rules and regulations to further reduce pollutant concentration emissions. The Project Site is located within a quarter mile of Metro Bus Route 70 and Spirit Bus Route 4. This would promote the use of a variety of transportation options, which includes walking and the use of public transportation as well as increase mobility in the area. Thus, the Proposed Project's long-term influence on air quality would be consistent with the goals and policies of the AQMP.			
Threshold 5.2-2: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?			
Regional construction emissions would not result in potentially significant short-term air quality impacts. Moreover, temporary emissions of criteria pollutants and would not exceed the operational or localized SCAQMD thresholds. Consequently, the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or State AAQS due to construction of the Project. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. Operational emissions from Project would not exceed SCAQMD's threshold for any criteria pollutants, Therefore, the Project would not result in a cumulatively considerable net	Less than Significant	None Required	Less than Significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or State AAQS due to operational emissions			
Threshold 5.2-3: Would the project expose sensitive receptors to substantial pollutant concentrations?			
Implementation of the Project could expose sensitive receptors to elevated pollutant concentrations during construction and operation-related activities, specifically carcinogenic or toxic air contaminants as well as elevated air concentrations of NO_x, CO, PM_{10} and $PM_{2.5}$. The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project Site because of construction activities. Localized construction and operational emissions would not exceed SCAQMD daily thresholds for NO_x, CO, PM_{10} and $PM_{2.5}$. Project operations would generate only minor amounts of diesel emissions from residential delivery trucks and incidental maintenance activities. In addition, vehicles used during construction activities would be required to comply with CARB anti-idling regulations and the In-Use Off-Road Diesel Fleet regulations which indirectly reduces air quality emissions. During the operational lifetime of the Project, newer vehicles sold on the market would be required to comply with CAFE fuel economy standards expected to incrementally take effect. Accordingly, fuel consumption is anticipated to decrease each year through implementation of regulation that require higher energy efficiencies and higher efficient and alternative fueled vehicles. As a result, toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed residential uses within the Project Site. Based on the uses expected on the Project Site, potential long-term operational impacts associated with the release of TACs would be minimal and would not be expected to exceed the SCAQMD thresholds of significance.	Less than Significant	None Required	Less than Significant
Threshold 5.2-4: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			
The Project does not contain any active manufacturing activities and would not convert current agricultural land to residential land uses. Objectionable odors would not be emitted by the residential uses.	Less than Significant	None Required	Less than Significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
Geology and Soils			
Threshold 5.3-1(i): Would the Project directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42?			
The City of Monterey Park 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.[3] The Alquist-Priolo Earthquake Fault Zoning Act was adopted to prevent the construction of buildings used for human occupancy on the surface trace of active faults.[4] A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the California Department of Conservation's website. No known fault traces are identified within the City. Monterey Park is still located in an area that is surrounded by active and blind thrust faults, however, none of these faults intersect the Project Site. Faults located near the City include the Sierra Madre Fault Zone, Norwalk Fault, Raymond Fault, Santa Monica Fault, Newport-Inglewood Fault, Las Cienegas Fault, and the Whittier-Elsinore Fault. In addition, the City is underlain by the following blind thrust faults: the Puente Hills thrust, the Elysian Park Earthquake faults thrust, and the East Los Angeles thrust.[5] However, the Applicant must comply with the California Building Code, as adopted by the MPMC, regarding construction of earthquake resistant buildings. No additional is required.	Less than Significant	None Required	Less than Significant
Threshold 5.3-1(ii): Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?			
As described above, the City lies within a region with several active faults and several blind thrust faults. These faults are capable of producing ground shaking from an earthquake. These northwest dipping low, angle faults include the Puente	Less than Significant	None Required	Less than Significant

3 California Department of Conservation, *Earthquake Fault Map*, https://earthquake.usgs.gov/education/geologicmaps/apfaults.php. Accessed March 2020.
4 California Department of Conservation, *Earthquake Fault Map*, https://earthquake.usgs.gov/education/geologicmaps/apfaults.php. Accessed March 2020.
5 City of Monterey Park General Plan, *Safety and Community Services Element, Geological & Seismic Hazards,* http://www.montereypark.ca.gov/470/Geological-Seismic-Hazards, Accessed March 2020.

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
Hills thrust, the Elysian Park Earthquake faults thrust, and the East Los Angeles thrust (shallowest to deepest).[6] However, there are no active faults known to exist in the vicinity. According to the General Plan, a major earthquake produced along any of the regional fault systems has the potential to produce strong ground shaking in the City. The Project Site would likely experience strong seismic ground shaking during its design life, given the proximately to major faults in the Southern California Region. All building construction associated with the Project would be subject to the City's existing construction regulations, including the California Building Code as adopted by MPMC, in order to minimize any potential impacts from strong seismic ground shaking. Impacts would be less than significant.			
Threshold 5.3-1(iii): Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?			
Liquefaction is a process by which sediments below the water table temporarily lose strength and behave as a viscous liquid rather than a solid. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction. The Project Site is not located within an area mapped as potentially liquefiable. The California Building Code includes requirements for soils and foundations, structural design, building materials, and structural testing and inspections to address potential geologic hazards specific to a site. Additionally, the proposed residential units would include enhanced foundations, with deeper footings, and shallow and deep caissons as required by the soils condition on each lot. The Project would be designed and constructed in accordance with California Building Code requirements. Potential impacts associated with seismic-related ground failure, including liquefaction, would be reduced to a less than significant level.	Less than Significant	None Required	Less than Significant

6 City of Monterey Park General Plan, *Safety and Community Services Element, Geological & Seismic Hazards,* http://www.montereypark.ca.gov/470/Geological-Seismic-Hazards, Accessed March 2020.

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
Threshold 5.3-1(iv): Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?			
A majority of the Project is located within an area susceptible to landslides. The slope on West Garvey Avenue failed after the Project Site was originally graded for residential development in the 1980's. The existing surficial landslides, weak surficial soils, creep-affected bedrock, and creep-affected colluvium and/or fill soils that underlie the Project Site require stabilization to avoid impacts. In addition, the existing crib retaining walls require removal. Two new retaining walls are proposed based on new studies which are designed to stabilize the existing slope. The Project would include complete removal of the existing retaining walls, grading of the existing slope including removal of unstable soils, and construction of the two new retaining walls. A lower retaining wall would be installed below the houses. The new lower retaining wall would be set back from the property line to provide an area for landscaping. **Mitigation Measure (MM) GEO-1** would ensure proper site preparation and removal of unstable soils. Implementation of **MM GEO-1**would also ensure that the slope would be properly stabilized and remediated and ensure that the Project Site development design and maintenance would be developed in a way that provides stability for the proposed single family residences. Additionally, **MM GEO-1** would require a Geotechnical Consultant to provide continuous geologic and geotechnical observations, testing, and mapping throughout Project Site development in order to make any necessary and appropriate changes to the proposed stabilization measures in response to conditions on the Project Site. Upon completion of the remedial grading, the potential for seismically-induced land sliding is considered low. Pseudo-static slope stability analyses were prepared of the slopes as designed (**Appendix C: Geotechnical Report**). These analyses demonstrate the new manufactured slopes will have a low potential for seismically- induced land sliding due to the advanced design and continued maintenance of the slopes. With implementation of **MM GEO-1**, the Project would not directly or indirectly cause potential substantial adverse effects,	Potentially Significant	The following will mitigate potential impacts related to proper site preparation, removal of unstable soils, retaining wall construction and design requirements to stabilize the hillside, fill slope construction and design requirements to reduce the potential for erosion, Restricted Use Areas (RUAs), drainage and landscaping, foundation design for the proposed single-family homes and proper site maintenance to maintain slope stability for the proposed single-family homes. **MM GEO-1:** The Project must comply with all recommendations of the Geotechnical Report *Review of Vesting Tentative Tract Map 75033, 1688 West Garvey Avenue, Monterey Park, California*, dated April 14, 2020 including, without limitation, complying with recommendations from Advanced Geotechnical Solutions, Inc. This Geotechnical Report is provided in **Appendix C: Geotechnical Report** of this Draft EIR.	Less than Significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
including the risk of loss, injury, or death involving landslides and would reduce potential landslide impacts would be reduced to less than significant.			
Threshold 5.3-2: Would the Project result in substantial soil erosion or the loss of topsoil?			
Erosion has been occurring on the Project Site and plastic sheeting, sandbags, and other measures have been implemented to control erosion. The proposed removal of the existing retaining walls, grading of the Project Site, and construction of new retaining walls will create a temporary increase the potential for erosion during construction, however the implementation of **MM GEO-1** would utilize fill slope construction and design requirements to reduce the potential for erosion impacts during construction to a less than significant level. Fill slopes on the Project Site are designed at 2:1 ratios Horizontal:Vertical (H:V) or shallower. The highest anticipated fill slope is approximately 30 feet high. Fill slopes will be subject to surficial erosion and as required by **MM GEO-1**, will be landscaped as quickly as possible to further reduce potential for erosion. As further described in **MM GEO-1**, fill slopes may be constructed by overbuilding and cutting back to the compacted core or by back-rolling and compacting the slope face. Proper moisture control will enhance the long-term stability of the finish slope surface. Additionally, natural slopes along Abajo Drive may be subject to potential local surficial erosion and local surficial slope instabilities. Implementation of **MM GEO-1** would identify "Restricted Use Areas" on the Project Site that would restrict certain improvements or uses in these areas to help prevent any erosion.	Potentially Significant	Implementation of **MM GEO-1.**	Less than Significant
Threshold 5.3-3: Would the Project be located on a geologic unit 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, caused in whole or in part by the project's exacerbation of the existing environmental conditions?			
The Project would include complete removal of the existing retaining walls and existing unstable soils on the Project Site, and remedial grading of the hillside and installation of new retaining walls as described previously. Implementation of **MM GEO-1** would ensure proper site preparation and removal of unstable soils. Implementation of **MM GEO-1**would ensure that the slope would be properly stabilized and remediated, and that the Project Site would be developed and	Potentially Significant	Implementation of **MM GEO–1**.	Less than Significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
maintained in a manner that provides stability for the proposed single-family homes. The peak ground acceleration (PGAM) for the Site was obtained from the USGS web-based ground motion calculator. The USGS program indicates a PGAM of 0.987g for the Project Site. Based on information derived from the subsurface investigation, the site is classified as Site Class C, which corresponds to a "Very Dense Soil and Soft Rock" Profile. In addition, after completion of the Project, maintenance of improvements is necessary to ensure the long-term safety of structures and slopes to avoid potential impacts. The homeowners will need to implement certain maintenance procedures to the proposed drainage improvements to maintain the stability of the slopes. **MM GEO-1** would require specific maintenance procedures to be followed to maintain slope stability.			
Threshold 5.3-4: Would the Project be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property caused in whole or in part by the project's exacerbation of the existing environmental conditions?			
Implementation of **MM GEO-1** would ensure that all necessary bedrock cut exposing highly over-consolidated, expansive material would be removed. Implementation of **MM GEO-1** assumes that for preliminary estimating purposes, posttensioned foundations would be designed assuming a "high" expansion potential for the foundations. **MM GEO-1** would ensure that soils with an expansion index greater than 50 must not be used as backfill for any retaining walls. Storm water must be entirely conveyed to an approved off-site disposal location to prevent water from migrating beneath any existing improvements, engineered fills, or slopes. **MM GEO-1**provides specific measures that would ensure that water would be directed away from the Project Site and would prohibit the use of infiltration devices on the Project Site. Further, implementation of **MM GEO-1** would inform the residents, homeowners, and Homeowners Association, of their individual requirements to provide proper drainage on their lots and proper irrigation on the slopes.	Potentially Significant	Implementation of **MM GEO–1**.	Less than Significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
Threshold 5.3-5: Would the Project have 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?			
The Project Site is located in a developed portion of the City and is served by a wastewater collection, conveyance, and treatment system operated by the LACSD. No septic tanks or alternative disposal systems are proposed. Thus, impacts would not occur.	Less than Significant	None Required	Less than Significant
Threshold 5.3-6: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			
A significant impact would occur if incompatible land uses or development adversely affected paleontological resources by excavating native undisturbed soils thereby hindering the paleontological resources ability to yield information on the evolutionary relationships and developmental trends among organisms, living or extinct. As described in **Section 5.6: Land Use and Planning**, the Project would remain consistent with existing designations and would not cause an incompatible land use. Additionally, the potential for an impact to previously undisturbed paleontological resources or geologic features is low due to the fact that the Project Site was previously graded. Accordingly, the Project would not excavate native undisturbed soils. However, should paleontological resources be encountered during excavation activities, requirements of PRC Section 21083.2 would be followed. With regulatory compliance, any potential paleontological impacts of the Project would be less than significant.	Less than Significant	None Required	Less than Significant
Land Use and Planning			
Threshold 5.4-1: Physically divide an established community?			
The Project Site was previously approved and improved for residential development and is designated for residential development by the Land Use Element of the Monterey Park General Plan. The Project would include the construction of 16 single-family residences on an infill site. Infill sites, as defined	Less than Significant	None Required	Less than Significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
by Public Resource Code (PRC) Section 21099(a)(4), are sites within developed urban areas.[7] No significant alteration of street patterns is proposed and no separation of uses or disruption of access between land use types would occur because of the Project. The Project would not significantly disrupt or divide the physical arrangement of the established community and no impacts would occur.			
Threshold 5.4-2: Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			
The Project includes several proposed discretionary actions including approval of a Specific Plan, a zone change from R-3 to 1688 West Garvey Specific Plan, a Development Agreement, and a VTM. The Specific Plan includes development standards and design guidelines to guide the development of the proposed 16 single-family residences on the Project Site. The Project would be consistent with the applicable 2016-2040 RTP/SCS policies, with the applicable policies of the Monterey Park General Plan and with the objectives of the City's residential development standards.	Less than Significant	None Required	Less than Significant
Noise			
Threshold 5.5-1: Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			
Consistent with Goal 5.0 of the City's General Plan, the Project would be required to minimize the noise impacts associated with point-sources and ambient noise levels throughout the community. The Project would utilize construction State-required noise attenuation devices to reduce construction related noise to the greatest extent possible, by preventing the use of nonstandard construction equipment and equipment that is not appropriately muffled, and by limiting in general, during allowable hours. Generally, construction best management practices for optimal muffler systems for all equipment to a sensitive receptor can reduce construction noise levels by approximately 10 dB or more. Additionally,	Less than Significant	None Required	Less than Significant

7 Public Resource Code (PRC) Section 21099 defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
limiting the number of noise-generating heavy-duty construction equipment to two (2) pieces operating simultaneously would reduce construction noise levels by 5 dB. Consequently, maximum construction noise levels along Abajo Drive can be reduced to 68 dB. Noise associated with construction truck trips was estimated using the Caltrans FHWA Traffic Noise Model based on the maximum number of truck trips (64 trips) in a day. Project truck trips which includes medium- and heavy-duty trucks would generate noise levels of approximately 50.4 to 55.3 dBA, respectively, measured at a distance of 75 feet from a sensitive receptor along West Garvey Avenue. Existing noise levels within the vicinity of the Project Site ranged from 54.4 dBA west of the Project Site along Sombrero Drive to 66.8 dBA north of the Project Site across Garvey Avenue. The noise level increases from truck trips would be within the existing ambient noise levels, with a maximum increase of 0.9 dBA if trucks were to travel along Sombrero Drive. Construction debris and excavated soil would be hauled east on West Garvey Avenue, where existing noise levels are approximately 66.8 dB. Consequently, noise levels would be below existing ambient noise levels. During operation AM roadway noise level increased ranged from a low of 0 dB(A) CNEL at both intersections to a high of 8.5 dB(A) CNEL at the Project Driveway south of West Garvey Avenue (Intersection 1). Noise levels at this intersection would be 35.6 dB(A) CNEL and would still be within acceptable noise level limits at adjacent land uses. In addition, PM roadway noise level increases ranged from a low of 0 dB(A) CNEL at both intersections to a high of 0.5 dB(A) CNEL along Abajo Drive north of West Garvey Avenue. The Project would introduce various stationary noise sources, including heating, ventilation, and air conditioning systems. All Project mechanical equipment would be required to be designed with appropriate noise-control devices, such as sound attenuators, acoustics louvers, or sound screens/parapet walls, to comply with noise-limitation requirements provided in Chapter 9.53 of the MPMC.			
Threshold 5.5-2: Generate excessive groundborne vibration or groundborne noise levels?			
The forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.2 PPV ips at any of the identified surrounding residential uses for any of the construction equipment.	Potentially Significant	**MM N-1: Construction Vibration**	Less than Significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
However, implementation of **MM N-1** would limit the use of vibratory rollers to be no less than 150 feet from the nearest sensitive receptor and would reduce ground-borne vibration levels to be below 72 VdB threshold at off-site sensitive uses. It is important to note, distance between the receptors and construction equipment could be achieved along the hillside due to the change in elevation. Thus, distance between the receptor and construction equipment can be achieved both horizontally and vertically. The forecasted vibration levels due to on-site construction activities would exceed the human annoyance significance threshold of 72 VdB for vibratory rollers between 90 to 120 feet from the nearest sensitive receptor.		• Limit the use of vibratory rollers to be no less than 150 feet away from the nearest sensitive receptor	
Transportation			
Threshold 5.6-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			
The traffic impacts of construction activity will temporary and minor. The Project is not within 300 feet of an arterial/arterial intersection. Additionally, average daily trips during construction, 41 PCE trips, is less than the average 151 trips that will be generated by the 16 proposed single-family residences, which would result in a less than significant impact. Whenever possible, through **MM TR-1**, construction related truck-trips would be restricted to avoid peak commute hours (7:00 AM–9:00 AM and 4:00 PM–6:00 PM). As required in **MM TR-1**, the Project Applicant would be required to submit a Construction Management Plan that identifies the hours of construction, the haul routes, and the location for staff parking and material storage, and explains details for the construction work to be completed. Project Site deliveries and staging of all equipment and materials would be organized in the most efficient manner possible within the Project Site to mitigate any temporary impacts to the neighborhood and surrounding traffic. **TR-2**, requires a Construction Traffic Control Plan, including identification of any temporary traffic lane closures, to be submitted, reviewed, and approved by the City before the issuance of permits for construction to ensure conformance with City standards. The existing St. Stevens Serbian Orthodox Cathedral and West Garvey/Abajo bus stops on the northeastern side of the Project Site may need to be temporarily relocated during construction. However, as required by **MM TR-3**, the Project	Potentially Significant	**MM TR-1: Construction Management Plan** The Project Applicant must submit a Construction Management Plan to the City's Department of Public Works for review and approval before the start of construction. The Construction Management Plan must include: • Identified hours of construction and hours for deliveries. • Identified haul routes. • Identified location of staff parking for the construction period. The Project must require the construction workers to park at a predetermined parking area specified by the Applicant in this plan. • Identified the location of material storage.	Less than Significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
Applicant would be required to develop a construction notification procedure to notify governmental agencies and public of any emergency services affected and notify local unified school district and transit providers of any potential temporary traffic congestion. The proposed grading and lower retaining wall would allow for a functional sidewalk at the base of the hillside along West Garvey Avenue. Additionally, the entry location meets the minimum requirements for gate stacking based on calculated queue lengths of the trip generation/distribution for the Project Site. At the gated entry from West Garvey Avenue, the calculated storage space needed is one vehicle length for the AM peak hour and PM peak hour based on the trips generated by the Project. The proposed site plan for the Project includes one entry lane for access. The available queue space for the primary access is approximately 85 feet (southbound entry lane) and 75 feet (northbound exit lane). Approximately 20 to 25 feet is required for the length of one car. As proposed, both the entry and exit lanes would accommodate two cars. The entry lane will include a keypad in the driveway island median. The distance from the keypad to the street is less than 50 feet and would only accommodate one car, which could result in a second car waiting to access the keypad not being fully contained in the driveway. This would result in potentially significant traffic safety impacts. Currently, on-street bicycle lanes are not proposed in the study area in the City of Monterey Park General Plan along Garfield Avenue. The Project would not conflict with the existing connected system of bicycle routes. Moreover, the Project would increase utilization of the obstructed sidewalk along the edge of the Project Site along West Garvey Avenue by grading and lowering the retaining wall to allow for a functional sidewalk at the base of the hillside along West Garvey Avenue. The Project would also provide safe, convenient, and attractive parking by locating parking for visitors on-street along the north side of the Project driveway, screened from public view by the single-family homes ascending the hillside. Section 21.22.090(D) of the MPMC requires adequate sight distance clearance to be provided at project driveways that intersect with the public right-of-way. Implementation of street improvements described in the Specific Plan on West Garvey Avenue identified in the proposed Specific Plan would increase the		• Details for the construction work to be completed. The Project must require the construction workers to park at a predetermined parking area specified by the Applicant in this plan. **MM TR-2: Construction Traffic Control Plan** The Project Applicant must submit a Construction Work Site Traffic Control Plan to the Department of Public Works for review and approval before the start of construction. The Construction Traffic Control Plan needs to include: • Identified location of any roadway, sidewalk, bike route, bus stop or driveway closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. • Adherence of temporary traffic controls used around the construction area and construction activities to the standards set forth in the *California Manual of Uniform Traffic Control Devices* and applicable local ordinances. • Details for the appropriate transportation permit for transportation of heavy construction equipment and or materials, which requires the use of oversized vehicles. • Identified on-site construction circulation routes and a truck-turning	

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
existing sight distance. Landscaping, signs, and other improvements also need to be restricted adjacent to the private driveway on the Project Site to ensure adequate sight distance is provided to avoid potentially significant traffic safety impacts on West Garvey Avenue. With implementation of the proposed street improvements on West Garvey Avenue and **MM-TR-5**, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be less than significant.		template, determined by a field engineer. **MM TR-3: Construction Notification Procedures** Before construction, the Project Applicant must develop procedures to notify governmental agencies and the public of the following: • Emergency services affected by construction including possible lane and local access closures and the potential for traffic delays during construction. • Possible temporary traffic congestion. • Construction limits/duration and timing of construction. **MM TR-4: Gate Queuing** The Project Entry from West Garvey Avenue must be redesigned to include a primary entry lane and a second bypass lane to ensure vehicles entering the site can be contained within the driveway. **MM TR-5: Sight Distance** The slope adjacent to the driveway entry on the site must be graded back to the fullest extent feasible and the landscape plan for the Project Site must be designed consistent with sight distance principals to avoid	

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
		placing obstructions, such as dense trees or monument signs, within the limited use area, defined as the area between the line of sight and the centerline of the nearest approaching lane. The limited use area for this Project Site is defined as the 60 foot area starting from the end of both sides of the Private Drive. The limited use area must be kept clear of obstructions, including landscaping over 18 inches and trees.	
Threshold 5.6-2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			
The City's Transportation Study Guidelines for City of Monterey Park Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment defines the City's VMT Analysis Process. Projects located in Low VMT Screening Areas are presumed to result in less than significant impacts. Determination of whether a project is located in a low VMT-generating area is based on the San Gabriel Valley Council of Governments (SGVCOG) VMT Evaluation Tool. If the VMT generated by a project is 15% less than that average VMT per capita for the SGVCOG Region, than the impact of the project is less than significant. The average VMT per capita for the SGVCOG Region is 15.44. The City's screening threshold for is 13.13 VMT per capita, which is 15% lower than the 15.44 VMT per capita baseline. The SGVCOG VMT Evaluation Tool screening results determined the VMT per capita for the Project is 12.21. As the project VMT per capita is below the 13.13 VMT per capita screening threshold, the Project would not result in a significant VMT impact. The Project would, therefore, not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).	Less than Significant	None Required	Less than Significant
Threshold 5.6-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			
Access to the Project Site will be provided from West Garvey Avenue via a private driveway. Sight distance is the continuous length of roadway visible to the driver traveling	Potentially Significant	**MM TR-5: Sight Distance** The slope adjacent to the driveway entry on the site must be graded back to the fullest	Less than Significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
at a given speed. Two types of sight distance were considered for the Private Drive: (1) stopping sight distance and (2) corner sight distance. Based on the standards in the Highway Design Manual, the minimum required line of sight for a vehicle approaching on the local roadway, to see a vehicle exiting from the Project access for the posted speed of 40 miles on West Garvey Avenue, is 300 feet and for the prevailing speed at 50 miles per hour, is 430 feet. For Private Road Intersections like the proposed private driveway off of West Garvey Avenue, the minimum corner sight distance should be equal to the stopping sight distance. Since the project driveway is a private road and will be restricted to right turns out only, the applicable corner sight distance time gap is 6.5 seconds. The calculated corner sight distance for this location is 468 feet. A stopping sight distance of 210 feet is available for eastbound vehicles on West Garvey Avenue approaching the Project driveway. Approximately 235 feet of corner sight distance is provided to see eastbound vehicles on West Garvey Avenue approaching the Project driveway. Because of the horizontal curve of the roadway, the vertical slope at the edge of the road, and vegetation on the slope, there is not an unobstructed corner sight distance adequate for the Project access driver to pull out on to West Garvey Avenue at current roadway speed. Improvements proposed as part of the Project, as identified in the Proposed Specific Plan, will be completed at the intersection of the driveway with West Garvey Avenue including installation of a northbound stop sign; construction of the northbound approach to provide access for gate turn-around and outbound right turns, reconfiguration of the westbound center median on West Garvey Avenue to provide left turn inbound access; closure of the existing median gap approximately 200 feet east of the Project driveway; and modification of striping on eastbound West Garvey Avenue to add a dedicated right turn lane to enter the Project Site and an acceleration lane for vehicles exiting the Project Site**.** The striping modifications would narrow the existing travel lanes, which is likely to reduce travel speeds. The improvements would allow Project egress vehicles to accelerate to a speed between 35 and 40 miles per hour within a 22-foot wide merging area. Accordingly, the existing sight distance deficiency for Project Site egress would be addressed with implementation of the proposed improvements. Implementation of these street improvements described in the Specific Plan on West Garvey Avenue identified in the proposed Specific Plan would increase the		extent feasible and the landscape plan for the Project Site must be designed consistent with sight distance principals to avoid placing obstructions, such as dense trees or monument signs, within the limited use area, defined as the area between the line of sight and the centerline of the nearest approaching lane. The limited use area for this Project Site is defined as the 60 foot area starting from the end of both sides of the Private Drive. The limited use area must be kept clear of obstructions, including landscaping over 18 inches and trees.	

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
existing sight distance. Landscaping, signs, and other improvements also need to be restricted adjacent to the private driveway on the Project Site to ensure adequate sight distance is provided to avoid potentially significant traffic safety impacts on West Garvey Avenue. With implementation of the proposed street improvements on West Garvey Avenue and **MM-TR-5**, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be less than significant.			
Threshold 5.6-4: Result in inadequate emergency access?			
Emergency vehicle access to the Project Site is provided from the north and west via I-10 and I-710, which are designated as Los Angeles County Freeway Disaster Routes. Valley Boulevard and Garfield Avenue provide emergency vehicle access to the Project Site from the north and east and are designated as County Disaster Routes. Prominent roadways in the vicinity of the Project Site include West Garvey Avenue and Abajo Drive. Implementation of **MM TR-3** would require proper notification procedures for emergency services affected by any lane closures, local access closures, and potential for traffic delays during construction. In addition, the Project would comply with the City's Development Impact Fee to provide a funding mechanism for maintaining arterial streets, traffic signals, interchange improvements as well as emergency services.	Potentially Significant	Implementation of **MM TR-3**	Less than Significant
Tribal Cultural Resources			
Threshold 5.7-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k)?			
The Project Site was previously approved for residential development and graded. The Project Site was undisturbed before that grading. Neither of the resources found within the 0.25 mile area of the Project Site, in particular the St. Thomas More Catholic Church, would be modified by the Project. The Project construction would not include any alterations to these historical sites. As there are no historical resources on the Project Site, and nearby historical resources	Less than Significant	None Required	Less than Significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
would not be modified or altered by the Proposed Project, impacts would be less than significant.			
Threshold 5.7-2: **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**			
Applied Earthworks, Inc. conducted a cultural resource literature review and records search at the South Central Coastal Information Center (SCCIC), which can be found in *Appendix B: Cultural Resources Literature Review and Records Search* of **Appendix A.3: Initial Study**. The review and records search indicates that the Project Site is not designated as being or containing a historic or cultural resource. The City, as lead agency, has not determined that any additional resources are significant pursuant to PRC Section 5024.1. ***Construction Impacts*** The City has complied with AB 52 regarding Native American consultation. Based on the cultural resources reports and the responses from the tribes, the City has determined there are no known tribal cultural resources within the Project Site. However, there is the potential that ground-disturbing activities could reveal the presence of previously unknown resources, including those of historical value to a California Native American tribe. Thus, **s MM TCR-1** through **MM TCR-6** outline the protocols to be followed in the event tribal cultural resources are unearthed during excavation and grading activities at the Project Site. Construction related impacts would be less than significant with mitigation. ***Operational Impacts*** Operational activities that may involve ground disturbing activities include landscape maintenance within the Project Site and brush clearance around the Project Site. These ground-disturbing activities typically involve clearing the top 6 inches of soil and vegetation within the already disturbed and altered areas within the Project Site. These ground-disturbing activities during operation would not	Potentially Significant	**MM TCR-1:** Before the commencement of any ground disturbing activity at the Project Site, the project applicant must retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 - SB18 (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract must be submitted to the City Planner before the City issues any permit required to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, without limitation, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring must end when all	Less than Significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
likely encounter or disturb unknown Native American archaeological resources or human remains. Therefore, the limited ground-disturbing activities would not likely result in the discovery of any unknown tribal cultural resources or human remains, and Project operational impacts would be less than significant. As discussed above, the likelihood of discovering human remains would be low as discoveries of any Native American resources likely would have occurred during construction. Therefore, impacts to Native American archaeological resources or human remains during operation of the Project would be less than significant. Documentation of coordination with Native American groups and individuals is provided in **Appendix G: Tribal Consultation Correspondence** of this Draft EIR.		ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities must cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities must be evaluated by the Tribal monitor approved by the Consulting Tribe and a qualified archaeologist if one is present. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance must immediately cease, and the county coroner must be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods must be treated alike per Public Resources Code section 5097.98(d)(1) and (2). Work may continue in other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). Preservation in place	

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
		(i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin (non-TCR) must be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it must be offered to a local school or historical society in the area for educational purposes. **Unanticipated Discovery of Human Remains and Associated Funerary Objects** **MM TCR-2:** Native American human remains are defined in Public Resources Code ("PRC") § 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC § 5097.98, are also to be treated according to this statute. Health and Safety Code § 7050.5 requires any discoveries of human skeletal material must be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the	

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
		human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she must contact, by telephone within 24 hours, the NAHC and PRC § 5097.98 must be followed. **Resource Assessment & Continuation of Work Protocol** **MM TCR-3:** Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 100 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by State law who will then appoint a Most Likely Descendent (MLD). **Kizh-Gabrieleno Procedures for Burials and Funerary Remains** **MM TCR-4:** If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy must be	

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
		implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. **Treatment Measures** **MM TCR-5:** Before the continuation of ground disturbing activities, the landowner must arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of	

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
		working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation must be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation must be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan must be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied	

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
		within six months of recovery. The site of reburial/repatriation must be on the Project Site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There must be no publicity regarding any cultural materials recovered. **Professional Standards** **MM TCR-6:** Native American and Archaeological monitoring during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of TCR's must be taken. The Native American monitor must be approved by the Gabrieleno Band of Mission Indians-Kizh Nation. Principal personnel for Archaeology must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California.	
Biological Resources			
Threshold 5.8-1:	**Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.**		
Special status species include those listed as endangered or threatened under the federal Endangered Species Act or California Endangered Species Act; species otherwise given certain designations by the California Department of Fish and	Potentially Significant	**MM BIO-1:** Conduct pre-construction surveys for nesting birds if vegetation removal or grading is initiated during the nesting season from January 1 through	Less than Significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
Wildlife (CDFW); and plant species listed as rare by the California Native Plant Society. No species listed as Rare, Threatened, or Endangered by the State or federal governments were identified on the Project Site or are likely to occur there. Of the twenty-four wildlife species listed in the California Natural Diversity Database as sensitive and occurring in the nine-quad area surround the Project Site, only two birds are likely to occur on the site on rare occasions and would only visit the site as transients during migration. These are the Lawrence's goldfinch and summer tanager. Two other bird species generally considered sensitive and on Los Angeles County's list of sensitive bird species are likely to occur on the site and may nest there. These are the oak titmouse and the Nuttall's woodpecker. All bird species are protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. Accordingly, the Project would be required to comply with the requirements of the MBTA and CDFW to ensure no illegal take of these birds occurs. Additionally, the Project would be required to comply with s **MM BIO-1** through **MM BIO-3,** which require that preconstruction surveys for nesting birds be conducted before construction, and if birds are found on the Project Site, that proper buffers and setbacks are maintained to further ensure no illegal take occurs. With this mitigation, impacts would be less than significant.		September 30. A qualified wildlife biologist must conduct weekly pre-construction bird surveys no more than 30 days before initiation of grading to provide confirmation on the presence or absence of active nests in the vicinity (at least 300 to 500 feet around the individual construction site, as access allows). The last survey should be conducted no more than three days before the initiation of clearance/construction work. If active nests are encountered, clearing and construction in the vicinity of the nests must be deferred until the young birds have fledged and there is no evidence of a second attempt at nesting. Nest detection and avoidance may be difficult or impossible on adjacent private properties. In these cases, appropriate nest avoidance strategies may be determined by a qualified biological monitor who is on site if land clearance is scheduled during nesting season. **MM BIO-2:** A minimum buffer of 300 feet (500 feet for raptor nests) or as determined by a qualified biologist must be maintained during construction depending on the species and location. The perimeter of the nest-setback zone must be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. Construction personnel should be instructed on the sensitivity of the area.	

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
		MM BIO-3: A survey report by the qualified biologist[8] documenting and verifying compliance with the mitigation and with applicable State and federal regulations protecting birds must be submitted to the City. The qualified biologist must serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.	
Threshold 5.8-2: 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 Game or U.S. Fish and Wildlife Service?			
There are no definable stream courses or riparian habitat elements present on the Project Site. Additionally, the Project Site is not located in or near a regional or local habitat conservation plan as designated by the State or County. Impacts would be less than significant.	Less than Significant	None required	Less than Significant
Threshold 5.8-3: Would the Project have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			
There are no wetlands (as defined by Section 404 of the Clean Water Act) or waterways of any kind located on or near the Project Site. There are no definable stream courses or riparian habitat elements present. No substantial impacts to riparian habitat would result from implementation of the Project. Additionally, the Project Site does not contain any other identified sensitive plant communities that would be impacted by the Project. Impacts would be less than significant.	Less than Significant	None required	Less than Significant

8 CDFW has defined a qualified biologist as an individual with at least a combined five years of academic training and professional experience in the appropriate field (biological sciences or resource management or the like) and at least two seasons conducting applicable species surveys.

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
Threshold 5.8-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			
The areas around the Project Site have all been previously disturbed and are vegetated with landscaping typical of residential and commercial development. The Project Site is completely surrounded by urban development and has no natural connections to any large areas of natural habitat in the region that would allow the Project Site to function as a wildlife migration corridor. The Project Site does not contain any native wildlife nursery sites of note that would be impacted by the Project. Impacts would be less than significant.	Less than Significant	None required	Less than Significant
Threshold 5.8-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			
The Monterey Park General Plan and Municipal Code do not include protection for biological resources, including trees, on private property.[9]	Less than Significant	None required	Less than Significant
Threshold 5.8-6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?			
The Project Site is not located within a Habitat Conservation Plan or Natural Community Conservation Plan, according to the U.S. Fish and Wildlife Service.10 In addition, there are no other local, regional, or State conversation plans that apply to the Project Site. Accordingly, there would be no conflicts with conservation plans and no impacts would occur.	Less than Significant	`None required	Less than Significant

9 *Monterey Park Municipal Code, Chapter 9.63 Property Damage, http://qcode.us/codes/montereypark/?view=desktop&topic=6-6_31-6_31_020, accessed March 5, 2020.*

10 *U.S. Fish and Wildlife Service's HCP/NCCP Planning Areas in Southern California Map*, https://www.fws.gov/carlsbad/HCPs/documents/hcp_inrmp_20150127.pdf, accessed March 5, 2020.

2.0 INTRODUCTION

PURPOSE

This draft environmental impact report (Draft EIR) is an informational document prepared by the City of Monterey Park (City), as the lead agency, containing environmental analysis for public review and for City decision-makers to use in their consideration of approvals for discretionary actions needed on the proposed 1688 West Garvey Avenue Residential Project (the Project). This Draft EIR evaluates the environmental impacts of the development of a 6.22-acre site located at 1688 West Garvey Avenue (Project Site). The Draft EIR also evaluates alternatives to the Project and includes mitigation to reduce, minimize, or avoid any significant adverse impacts. This Draft EIR has been prepared under the City's direction in accordance with the requirements of the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 *et seq*.), the CEQA Guidelines.[1]

As described in Sections 15121(a) and 15362 of the CEQA Guidelines, an environmental impact report (EIR) is an informational document prepared to inform public agency decision-makers and the public of the potential environmental effects of a project; identify feasible ways to substantially lessen or avoid any significant effects; and identify and evaluate a reasonable range of alternatives to the project that could substantially lessen or avoid the potential significant effects of a project while still feasibly accomplishing the basic objectives of the project.

This Draft EIR was prepared in accordance with Section 15151 of the CEQA Guidelines, which defines the following standard for adequacy of an EIR:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a Project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

ENVIRONMENTAL REVIEW PROCESS

The CEQA Guidelines provide a process for environmental review that includes a series of steps that must be completed before the "Lead Agency" considering approval of a proposed project.

After completing preliminary review of the Project in accordance with Section 15060 of the CEQA Guidelines, the City determined that an environmental impact report (EIR) should be prepared to evaluate

1 As used herein "CEQA Guidelines" refers to California Code of Regulations, Title 14, sections 15000, et seq.

the potential environmental effects of the Project. This preliminary review included the preparation of an Initial Study. On July 22, 2020, the City circulated a Notice of Preparation (NOP) with an Initial Study for review and comment by the public, responsible agencies, and reviewing agencies. The 30-day review period for the NOP ended on **August 22, 2020**. A copy of the NOP, Initial Study, and comment letters are provided in **Appendix A** of this Draft EIR.

CEQA requires that the Lead Agency provide the public and agencies the opportunity to review and comment on a Draft EIR. The City released this Draft EIR for a 45-day period for review and comment. Noticing and CEQA compliance were provided in accordance with the CEQA and the CEQA Guidelines.

The Draft EIR was distributed to public agencies and other parties, including all interested parties that requested notice and copies of the Draft EIR. The distribution list is included in **Appendix B** of this Draft EIR.

In addition, the Draft EIR was available on the City's website at:

https://www.montereypark.ca.gov/

ORGANIZATION OF THIS EIR

A principal objective of CEQA is to ensure that the environmental review process be public. In meeting this objective, an EIR informs members of the public, reviewing agencies, and decision makers of the physical impacts associated with a project. To this end, specific features have been incorporated into this EIR to make it more understandable for nontechnical oriented reviewers while providing the technical information necessary for the City to proceed with processing the proposed Project. Sections of the Draft EIR are organized as follows:

Section 1.0: Executive Summary contains a brief summary of the Project; proposed discretionary actions; potential significant effects and proposed mitigation measures; alternatives; areas of controversy known to the Lead Agency, including issues raised by agencies and the public; and issues to be resolved.

Section 2.0: Introduction contains information on the CEQA process and organization of the EIR.

Section 3.0: Project Description presents a detailed description of the Project, including identification of all discretionary actions requiring approval to allow the implementation of the Project.

Section 4.0: Environmental Setting describes the environmental setting of the Project Site and surrounding areas, including a brief description of existing land uses and zoning.

Section 5.0: Environmental Impact Analysis contains analysis of the Project-related impacts identified in the Initial Study, cumulative impacts, and mitigation measures, if necessary, for environmental topics addressed in the EIR.

Section 6.0: Alternatives discusses alternatives to the Project that have been developed and analyzed to provide additional information on ways to avoid or lessen the impacts of the Project.

Section 7.0: Other CEQA Considerations includes discussion of potential impacts determined not to be significant, and a discussion of significant irreversible environmental changes that would be caused by the Project should it be implemented, with a brief description of potentially irreversible uses of nonrenewable resources that would result from the Project. This section also includes a discussion of growth-inducing impacts and the potential for the Project to remove impediments to growth, foster economic growth, result in a precedent-setting action, and develop or encroach on isolated open space.

Section 8.0: Terms, Definitions, and Acronyms contains a list of frequently used terms, definitions or acronyms used throughout the Draft EIR.

Section 9.0: Organizations and Persons Consulted lists persons involved in the preparation of this Draft EIR or who contributed information incorporated into this Draft EIR.

Section 10.0: References lists the principal documents, reports, maps, and other information sources reviewed or referenced in the preparation of this Draft EIR.

Appendices include technical information and other materials used in the preparation of this Draft EIR.

AREAS OF KNOWN CONTROVERSY

- The CEQA Guidelines[2] require that a Draft EIR identify areas of controversy known to the Lead Agency, including issues raised by other agencies and the public. The City received comments from a representative of the owner of adjacent property located between the Project Site and Abajo Drive asking the City to impose conditions of approval on the Project requiring a retaining wall to stabilize the slope between the Project Site and this neighboring property and diverting all runoff away from this neighboring property to prevent erosion and damage from runoff.

ISSUES TO BE RESOLVED

The CEQA Guidelines[3] require that an EIR identify any issues to be resolved by the Lead Agency through the environmental review process. These issues include the choice between alternatives and whether or how to mitigate potentially significant impacts. One issue to be resolved has been identified as potential damage from slope failure to property adjacent to the east side of the Project Site.

2 California Code of Regulations, tit. 14, sec. 15123.
3 California Code of Regulations, tit. 14, sec. 15123(b)(3).

3.0 ENVIRONMENTAL SETTING

This section of the Draft EIR provides a general overview of the existing regional and local setting in which the Project Site is located, as well as a brief description of the existing conditions of the Project Site. Detailed environmental setting information is provided in each topical section in **Section 5.0: Environmental Impact Analysis** of this Draft EIR.

REGIONAL SETTING

The Project Site is located within the northern portion of the City of Monterey Park, within the County of Los Angeles, just south of the City of Alhambra, as shown in **Figure 3.0-1: Regional Location Map**. The City is approximately 9 miles south of the southern edge of the San Gabriel Mountains, and approximately 19 miles east of the Pacific Ocean.

Regional access to the City and the Project Site is provided by Interstate 710 (I-710), approximately 1.1 miles west of the Project Site and Interstate 10 (I-10), approximately 0.65 miles north of the Project Site.

LOCAL SETTING

The Project Site is located at 1688 West Garvey Avenue, south of the roadway between Casuda Canyon Drive and Abajo Drive, as shown in **Figure 3.0-2: Project Location**. The Project Site consists of a single 6.22 acre parcel (Assessor's Parcel Number 5254-002-031). The Project Site is located on a hillside approximately 600 feet above mean sea level (AMSL) and approximately 150 feet above the intersection of West Garvey Avenue and Abajo Drive.

The Project Site contains a variety of features installed over time to stabilize the slopes on the Site and prevent erosion, including plastic sheets on graded slopes, straw wattles, sandbags, and drainage pipes. Above the Project Site, slopes are vegetated. Scattered vegetation is present on son the slopes covered with plastic. Approximately 15,900 square feet of existing retaining walls are currently visible on the site. The existing sidewalk along the edge of the Project Site on West Garvey Avenue is partially obstructed by a supplemental retaining wall installed in response to past failures of the graded slopes on the Site and concrete barriers are present on portions of the sidewalk.

A church is located north of the Project Site across West Garvey Ave. in the City of Alhambra, with single-family residential homes located north of the church. A senior apartment building is located east of the Project Site between Abajo Drive and South Fremont Avenue. Auto repair uses are located between South Fremont Avenue, Garvey Avenue, and Monterey Pass Road. Single-family residential uses are located south and west of the Project Site.

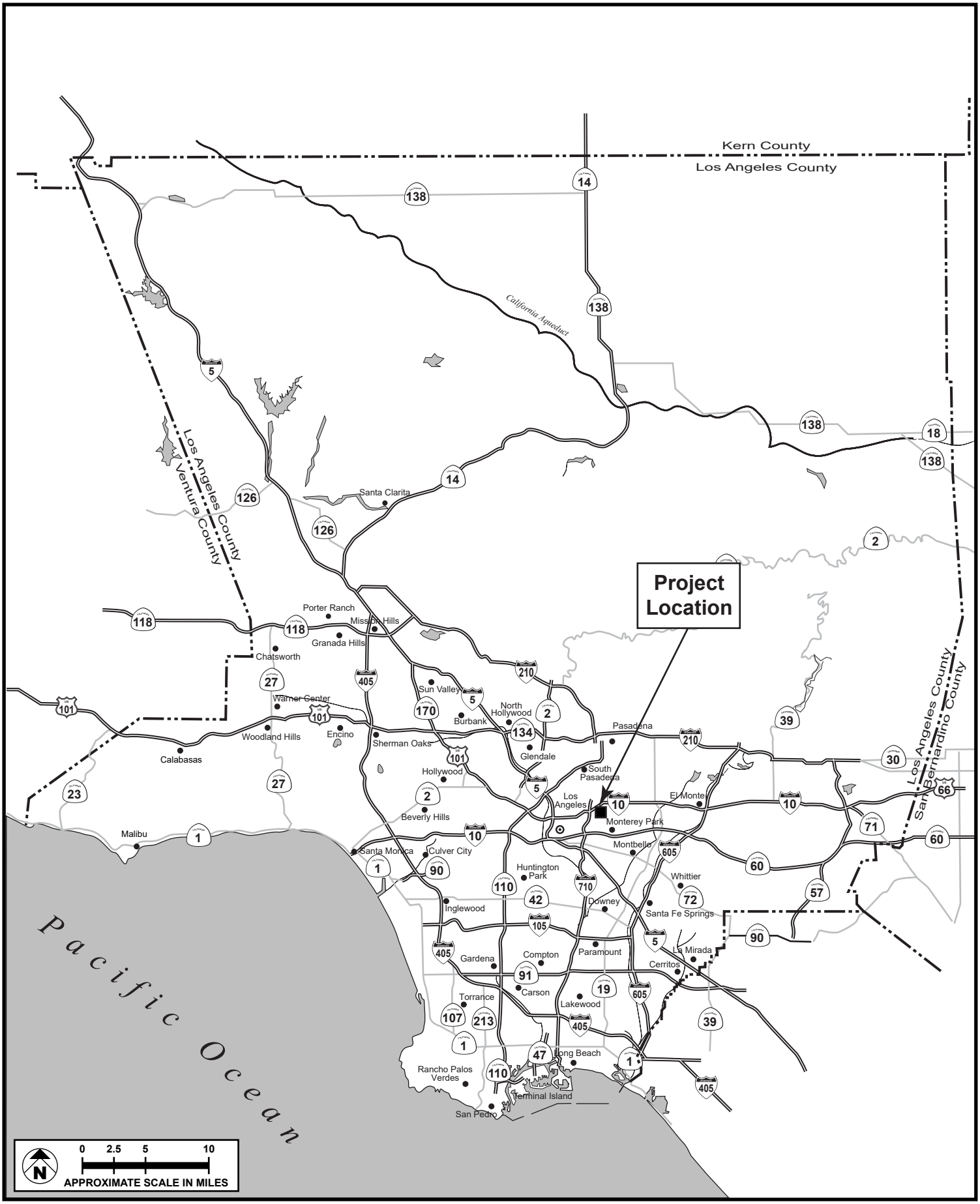
MONTEREY PARK GENERAL PLAN LAND USE AND ZONING DESIGNATIONS

The City approved the Monterey Park 2040 Land Use and Urban Design Element in June 2020, which designates the Project Site as Low Density Residential. The Low Density Residential land use designation allows development of residential uses at a density of up to 8 dwelling units per acre. The Site was previously designated High Density Residential. The zoning designation of the Project Site is High-Density Residential (R-3), which allows a broad range of dwelling unit types, which may be attached or detached at a density of up to 25 units per acre.

PROJECT BACKGROUND AND EXISTING CONDITIONS

In 1978-1979, Tract Map No. 34875 was approved to subdivide the Project Site to create 31 residential condominium parcels and one common area parcel. The Project Site was graded, water and sewer lines were installed, and foundations were built for the planned residential development. A private road, named Goodview Drive, was constructed to access the lots, located on both sides of the road. The upper portion of Goodview Drive ends on a cul-de-sac with residential lots surrounding the road. Numerous retaining walls and foundations were constructed for the residential structures. Two other retaining walls are also present, one adjacent to Goodview Drive near the entrance, which is approximately eight feet in height, and one along a portion of the eastern property line, starting from West Garvey Avenue and continuing up the slope, straddling the property line. Two approximately 15-foot high crib walls were also constructed; portions of these walls have since failed. A five-foot high cantilever retaining wall is also present along West Garvey Avenue, and is located just outside the property line. Another cantilever retaining wall, up to approximately 12 feet in height, is located mostly offsite along Abajo Drive, although a small portion is located within the Project Site. A series of 24 piles, starting from 40 feet west of Garvey Avenue and extending to the west for 205 feet, have been constructed immediately behind a portion of this wall, presumably to reinforce the wall after slope failures occurred above this wall in 2005.

In or around 1980 development on the Project Site ceased and a final map was never recorded; accordingly, the site was not subdivided. In the intervening years slope failures occurred, some of which involved the retaining walls installed during the initial development. Surficial failures and settlement of Goodview Drive were seen on the Project Site starting in 1980, possibly during a series of intense storms that brought nearly 16 inches of rain over a nine-day period in February 1980. During the same year, debris flows damaged numerous homes along Abajo Drive to the south and southwest of the Project Site. By 1982, a portion of the crib wall and slope had failed, blocked a portion of Garvey Avenue, and led to the evacuation of the apartment complex on the opposite side of Garvey Avenue. Some of the retaining walls for the partially constructed residential structures along the southern property line began to fail in 1983. Subsequent failures in the lower crib wall occurred in March and April of 1983.



SOURCE: Meridian Consultants, LLC - 2020

FIGURE **3.0-1**

Meridian Consultants

Regional Location Map

273-001-19

SOURCE: Google Earth - 2020

FIGURE **3.0-2**

Meridian Consultants

Project Location

273-001-19

By the end of 1984, a supplemental retaining wall, referred to as the impact wall, had been erected along a portion of Garvey Avenue to contain some of the slope failures. This wall, constructed of steel beams and wood lagging, is about 200 feet long and 20 feet tall, and is still in place. Subsequent failure of the upper crib wall occurred in 1985. In late 2004, a progressive slope failure occurred above Abajo Drive, which was left unattended and migrated up the slope below Goodview Drive in 2007, resulting in a closure of Abajo Drive. Over the last decade, minor failures have occurred.

Beginning in 2013, the City of Monterey Park took a number of actions to bring the Project Site into compliance with the Monterey Park Municipal Code (MPMC). Faced with an impending El Niño event, the City ultimately filed a civil suit in late 2015 to ensure that temporary and permanent measures were implemented to prevent ongoing erosion and protect public health and safety.[1] As a result of that litigation, the property owner agreed to implement temporary erosion control measures on the Project Site including, without limitation, plastic covered slope, straw wattles, sand bags, and drainage pipes, as shown in **Figure 3.0-3: Site Photos A** and **Figure 3.0-4: Site Photos B**. Above the Project Site, the slopes are covered in vegetation. There is, however, scarce vegetation in the plastic-covered areas of the Project Site.

In April 2016, a settlement agreement (subsequently amended) in the civil case required the property owners to, among other things, construct a new retaining at the Project Site to prevent additional soil subsidence. The original retaining walls, described above, include approximately 15,900 square feet of visible retaining wall area. The existing sidewalk along the edge of the Project Site along W. Garvey Avenue is unusable as much of it is obstructed by the supplemental retaining wall and the soils behind it. Concrete barriers were placed on other portions of the sidewalk adjacent to the Project Site, which also obstruct the sidewalk. As described in **Section 4.0: Project Description**, the proposed Project includes removal of all of the existing retaining walls and site improvements, regrading of the existing slopes and the construction of new retaining walls along West Garvey Avenue and the new private drive to stabilize the regraded slopes.

RELATED PROJECTS

CEQA requires that an EIR contain an assessment of the cumulative impacts that could be result from a project and other related projects. As defined in the CEQA Guidelines,[2] "[c]umulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Although project-related impacts may be individually minor, the

1 *The People of the State of California, ex rel., Mark D. Hensley, City Attorney for the City of Monterey Park v. Center Int'l Investments, Inc., et al.* (filed December 31, 2015) Los Angeles County Superior Court, Case No. BC605788.

2 CEQA Guidelines, sec. 15355.

cumulative effects of these impacts, in combination with the impacts of other projects, could be significant under CEQA and must be addressed. Through the evaluation of cumulative impacts, CEQA attempts to ensure that large-scale environmental impacts will not be ignored.

The analysis of cumulative effects "need not provide as great detail as is provided for the effects attributable to the project alone," but the discussion "shall reflect the severity of the impacts and their likelihood of occurrence." Where a Lead Agency concludes that the cumulative effects of a project, taken together with the impacts of past, present, and probable future projects, are significant, the Lead Agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable," and thus significant in and of itself.

The section additionally states, "when the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. A Lead Agency shall identify facts and analysis supporting the Lead Agency's conclusion that the cumulative impact is less than significant."[3]

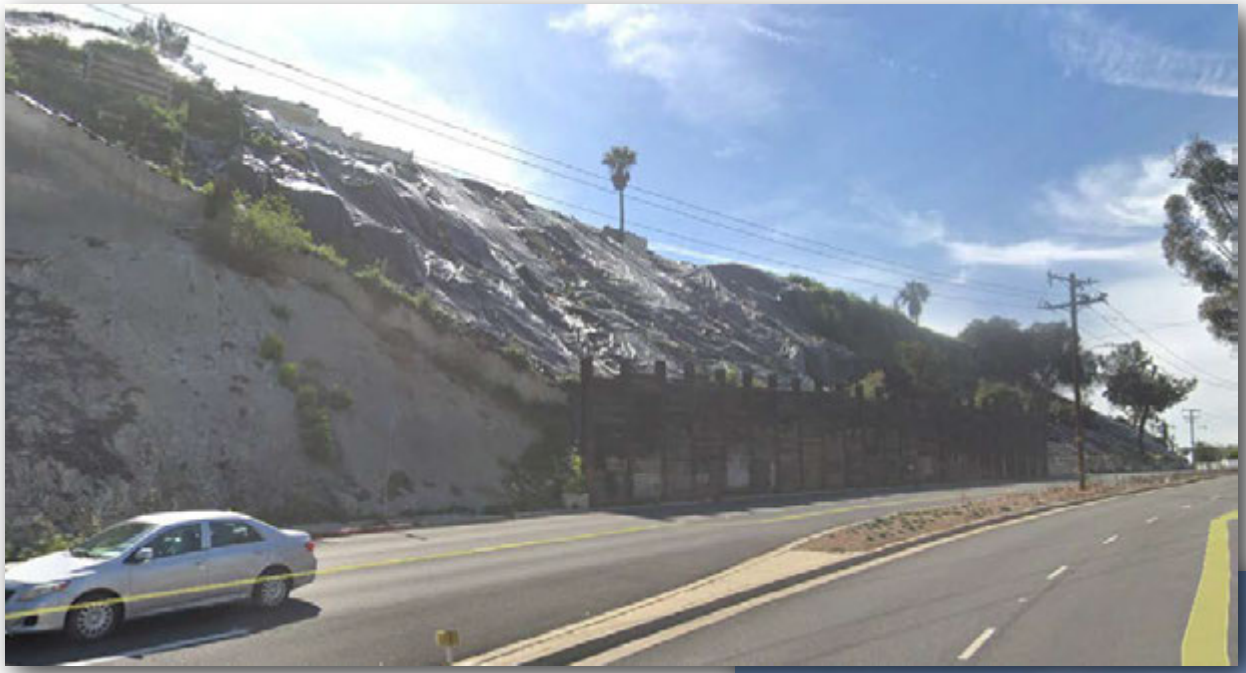
This Draft EIR considers the effects of the Project in relation to the full development forecasted by the General Plan and other related projects either proposed, approved, or under construction in the area. A total of 8 related projects within the City, illustrated in **Figure 3.0-5: Location of Related Projects**, have been identified in relation to the Project based on their proximity to the Project Site. Based on the timing of the NOP release, these projects are foreseen to be built in the near future. Additionally, because the Project Site is adjacent to the City of Alhambra, there are three related projects that are near the Project Site within the City of Alhambra. These related projects are also shown in **Figure 3.0-5**. **Table 3.0-1: Related Projects** provides information on the land use, location, and size of these related projects. Use of the related projects was used to assess cumulative conditions where appropriate.

3 CEQA Guidelines, sec. 15130(a).

Table 3.0-1
Related Projects

City	No.	Project Name and Location	Description or Land Use	Size	Project Status
MP	1	Atlantic Gateway Courtyard by Marriot 633 N. Atlantic Boulevard	Hotel Retail	288 Rooms 6,200 SF	Approved
MP	2	420 N. Atlantic Boulevard Northeast Corner of Atlantic Boulevard/Emerson Avenue	Mixed Use: Hotel, Multifamily Residential and Restaurant	Unavailable	Pending
MP	3	Double Tree Hotel 220 N. Atlantic Boulevard	Motel High-Turnover Restaurant	187 Rooms 3,000 SF	Approved
MP	4	Atlantic Garvey Hotel 808 W. Garvey Avenue	Apartment Hotel Quality Restaurant Specialty Retail Center	98 Dwelling Units 148 Rooms 5,421 SF 6,200 SF	Approved
MP	5	Monterey Park Towne Centre 100 S. Garfield Avenue	Apartment Commercial	114 Dwelling Units 72,920 SF	Pending
A	1	The Villages at Alhambra Northeast Corner of Fremont Avenue/Mission Road	Apartment Condominium/Townhouse Office	545 Dwelling Units 516 Dwelling Units 10,145 SF	Pending
A	2	Camelia Court Southwest Corner of Benito Avenue/W Valley Boulevard	Multifamily Housing (Low-Rise) Medical Office Commercial	126 Dwelling Units 18,000 SF 12,490 SF	Under Construction
A	3	City Ventures Housing Project Northeast Corner of Fremont Avenue/Carlos	Single-Family Detached Housing Multifamily Housing (Low-Rise)	37 Dwelling Units 25 Dwelling Units	Pending

Source: Ganddini Group, 1688 West Garvey Avenue Project, Focused Traffic Impact Analysis
Notes: MP = Monterey Park; A = Alhambra; SF = Square Feet; SWC = southwest corner; NEC = northeast corner.



View of Project Site hill from West Garvey Avenue looking north

View of Project Site hill from West Garvey Avenue looking south

SOURCE: Google Earth - 2019; Meridian Consultants - 2019

FIGURE **3.0-3**

Meridian Consultants

Site Photos A

271-001-19

View looking east from top of Project Site

View of blocked sidewalk along Project side of Garvey Avenue

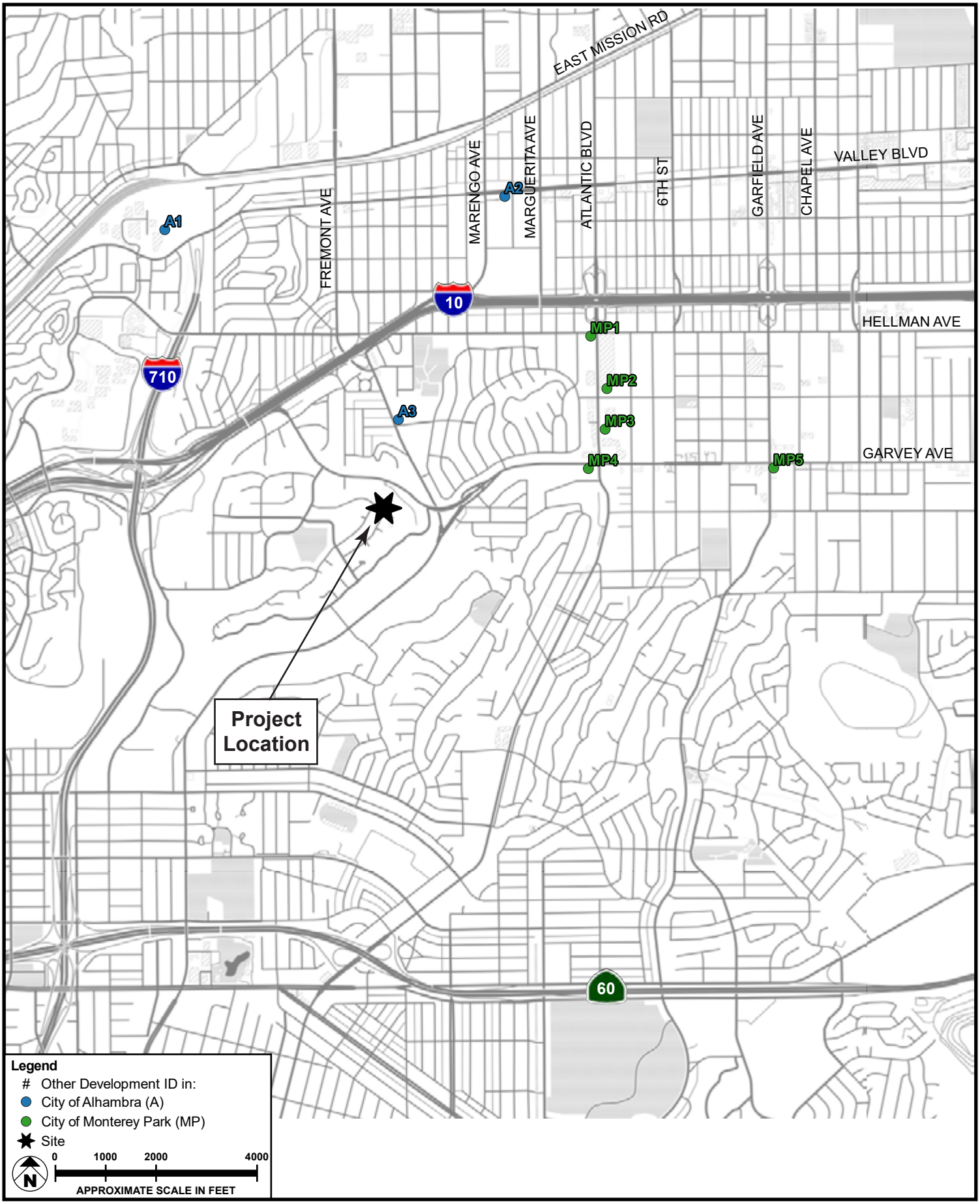
SOURCE: Google Earth - 2019; Meridian Consultants - 2019

FIGURE **3.0-4**

Meridian Consultants

Site Photos B

271-001-19



SOURCE: Gandinni Group, Inc. - 2020

FIGURE **3.0-5**

Meridian Consultants

Location of Related Projects

273-001-19

4.0 PROJECT DESCRIPTION

INTRODUCTION

This section describes the characteristics and objectives of the Project. The Project includes proposed development of 16 single-family residences on a 6.22-acre Project Site previously graded and improved for residential development as described in **Section 3.0: Environmental Setting**.

The following information is presented in this section in accordance with Section 15125 of the CEQA Guidelines:

- Project location and setting;
- Project Objectives;
- A general description of the technical and environmental characteristics of the Project; and
- A statement regarding the intended uses of this Environmental Impact Report (Draft EIR), including a list of approvals required to implement the Project.

PROJECT APPLICANT

Center Int'l Investments Inc.
501 West Garvey Avenue, #207
Monterey Park, CA 91754

PROJECT SITE LOCATION AND SETTING

Project Location

The Project Site is located within the northern portion of the City of Monterey Park, within the County of Los Angeles, just south of the City of Alhambra, as shown in **Figure 3.0-1: Regional Location Map** in **Section 3.0: Environmental Setting** of this Draft EIR. The Project Site is located south of the roadway of West Garvey Avenue between Casuda Canyon Drive and Abajo Drive, as shown in **Figure 3.0-2: Project Location Map** of this Draft EIR.

Surrounding Uses

The Project Site is bordered by West Garvey Avenue on the north and east and Abajo Drive to the east and south as shown in **Figure 4.0-1: Surrounding Uses**. St. Steven's Serbian Orthodox Church is located north of the Project Site, with single-family residences located north of the church. The Abajo del Sol senior apartment complex is located east of the Project Site between Abajo Drive and South Fremont Avenue. Auto repair uses are located between South Fremont Avenue, Garvey Avenue, and Monterey Pass Road. Single-family residences are located south and west of the Project Site.

Site Access

Primary regional access is provided by I-710, which runs in a north-south direction approximately 1.1 miles west of the Project Site. In addition, I-10, which runs in an east-west direction, is 0.65 miles north of the Project Site.

Primary local street access is provided by West Garvey Avenue, which is a two-way street with two lanes travelling in both the east and west direction. This street is a designated truck route and is classified as a "Minor Arterial" by the City.[1]

PROJECT OBJECTIVES

Section 15124(b) of the CEQA Guidelines states that the project description will contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the CEQA Guidelines further states, "the statement of objectives should include the underlying purposes of the project."

The objectives of the Proposed Project are as follows:

- Provide stabilization for failing slopes.
- Improve the aesthetic quality of the Project Site.
- Develop the Project Site with residential uses to assist the City with meeting the housing production goals in the City's Housing Element.

PROJECT CHARACTERISTICS

The Project includes the proposed 1688 West Garvey Avenue Residential Project Specific Plan. The Specific Plan includes development standards and design guidelines to guide the development of single-family residences on the Project Site. The Specific Plan also defines the grading and new retaining walls proposed to stabilize the slopes on the Project Site. The Project would include complete removal of the existing slopes and retaining walls on the lower portion of the Project Site and the existing street and utilities on the upper portion of the Project Site; extensive slope stabilization and grading of the Project Site; installation of new retaining walls on the lower and upper portions of the Site to stabilize the existing slopes which previously failed; and installation of new utilities and a new street as shown in **Figure 4.0-2: Conceptual Site Grading Plan**.

Subdivision of the 6.22-acre Project Site is proposed to create 16 lots for development of single-family residences, one lot for the private access road, and one open space lot as shown in **Figure 4.0-3: Vesting Tentative Map.** As shown in **Table 1: Project Area Breakdown**, Lots 1 through 16 are the residential lots,

1 Monterey Park General Plan, *Figure C-2, Master Circulation Plan*, July 2001.

and would consist of a total of approximately 177,000 square feet (SF); Lot A, the private access road, would consist of approximately 40,000 SF; and Lot B, open space, would consist of approximately 55,000 SF. Residential lots vary in size from 7,515 SF to 15,369 SF as shown in **Table 2: Lot Summary**.

Table 4.0-1
Project Area Breakdown

Lot Number	Use	Lot Area (SF)
1-16	Single-Family Residential	176,660
A	Private Access Road	39,260
B	Open Space	55,096
Total		**271,016**

As mentioned previously, residential lots would range in size from 7,515 SF to 15,369 SF as shown in **Table 2: Lot Summary** below.

Table 4.0-2
Lot Summary

	Gross Area	
Lot Number	Square Feet	Acres
1	11,433	0.262
2	7,515	0.173
3	8,060	0.185
4	8,764	0.201
5	8,943	0.205
6	9,265	0.213
7	9,777	0.224
8	11,255	0.258
9	11,261	0.259
10	9,808	0.225
11	14,329	0.329
12	14,648	0.336
13	15,369	0.353
14	14,366	0.330
15	13,729	0.315
16	8,138	0.187
Total	**176,660**	**4.055**

Grading and Retaining Walls

The overall elevation of the Project Site will be lowered to soften the appearance of the existing slopes and reduce the length of the retaining walls on the Project Site. The Project Site would be graded and approximately 112,000 cubic yards (cy) of soil and debris including the existing retaining walls would be excavated and hauled off the Project Site.

Two new retaining walls would be installed on the Project Site in order to help stabilize the regraded slopes, a Lower Site Retaining Wall below the houses along West Garvey Avenue and an Upper Site Retaining Wall above the houses and proposed private drive. The new Lower Site Retaining Wall would be set back from the property line to provide an area for landscaping. This retaining wall would be a pile-and-tieback wall, anchored in stable layers of earth, combined with a graded 2:1 slope. This retaining wall will gradually increase in height from less than 2 feet tall at its lowest point to approximately 42 feet at its tallest point. The elevation at the top of the retaining wall at its highest point would be approximately 521 feet above sea level. This is about 9 feet lower in elevation than the top of the hillside retaining wall installed in 1978 and 1979 and about 34 feet lower than the top of the existing hillside retaining wall on the upper portion of the Project Site. The new Lower Site Retaining Wall would be approximately 16,900 SF in area and approximately 830 feet in length and would be made of concrete.

Additionally, the Specific Plan would require the Lower Site Retaining Wall along West Garvey Avenue to include a natural-looking finish. The Specific Plan identifies options for the treatment of this wall to minimize the visual impact of this wall as visible from West Garvey Avenue and other locations as shown in **Figure 4.0-4: Site Retaining Wall Finish Options**. The finishes allowed include a sculpted and stained rock finish, a quarry finish with score lines, acid etching and/or sandblasting, or a landscaped finish with vines planted at the base of the wall that would grow up the wall. No further City approval of the wall finish will be required so long as the Lower Site Retaining Wall substantially conforms with the options in the Specific Plan. The Lower Site Retaining Wall will include one of the finish options described in the Specific Plan with trees planted along West Garvey Avenue and other landscaping at the base of the wall.

The new Upper Site Retaining Wall is designed to stabilize the existing slope to allow development to proceed. The new Upper Site Retaining Wall would be a maximum of 45 feet tall and approximately 1,200 feet in length. The wall would be a soil nail type, anchored in stable layers of earth. The Upper Site Retaining Wall would include a landscaped finish with trees planted in front of the wall and vines planted at the base of the wall that would grow up the wall.

Depending on the soil conditions of each lot and the requirements of the geotechnical report, the residences may include enhanced foundations with deepened footings or caissons.

Open Space

Approximately 55,000 SF of private open space would be provided with the Project for conservation purposes. This includes the area above the Upper Site Retaining Wall located in Lot B as shown in **Figure 4.0-3**. The existing native vegetation above the Upper Site Retaining Wall, including fescue grasses and California wildflowers. will remain. This area will be preserved as a passive open space area, with no access for pedestrians.

Vehicle and Pedestrian Circulation

Site access would be provided from a gated private driveway on West Garvey Avenue as shown in **Figure 4.0-5: Entry Way Rendering**. This entry would include one inbound lane with remote opening for residents and a keypad with a directory for visitors and deliveries to contact residents to gain entry. The gate is located to provide room for adequate vehicle queuing at the gated entryway including with residential remote service and a keypad for visitors and deliveries. The proposed regrading of the existing slopes and the Lower Site Retaining Wall will remove the existing obstructions to the sidewalk on West Garvey Avenue, as it is currently blocked by the City's impact wall. The impact wall will be removed as part of the Proposed Project requirements. The driveway will be approximately 0.25 miles long and will end in a cul-de-sac with a radius of 52' in compliance with County of Los Angeles Fire Department requirements. On-street parking for visitors would include 31 parallel parking spaces located on the south side of the private driveway across from the homes.

Additional improvements will also be completed at the intersection of the driveway with West Garvey Avenue including installation of a northbound stop sign; construction of the northbound approach to provide access for gate turn-around and outbound right turns; reconfiguration of the westbound center median on West Garvey Avenue to provide left turn inbound access; closure of the existing median gap approximately 200 feet east of the Project driveway; and modification of striping on eastbound West Garvey Avenue to add a dedicated right turn lane to enter the Project Site and an acceleration lane for vehicles exiting the Project Site as shown in **Figure 4.0-6: Garvey Avenue Street Improvement Plan.**

Utilities

Wet and dry utilities will be installed under the private driveway to serve the proposed residences. Electricity will be provided by Southern California Edison (SCE) Company via privately maintained underground lines, natural gas will be provided by Southern California Gas (SoCalGas), water and wastewater collection services are provided by the City, wastewater collection treatment services are provided by the Sanitation Districts of Los Angeles County (LACSD). These utilities would connect to existing infrastructure.

Landscaping

The Project includes trees, shrubs, and groundcover proposed along West Garvey Avenue to further stabilize the slope along with hydroseeding with a grass and a native wildflower mix over the graded slopes. The Paperback Trees along West Garvey Avenue would be planted approximately 25 feet apart. Cape Rush shrubs would be planted at the base of the trees. Australian willows would be planted on the hillside along West Garvey Avenue between the proposed single-family homes and the Lower Site Retaining Wall. A native fescue hydroseed mix and a California native wildflower mix would act as hillside groundcover.

Additional landscaping will be installed along the private driveway, the front yards of the homes, and other common areas. Trees would be planted between the driveway and the Upper Site Retaining Wall as shown in **Figure 4.0-7: Landscape Plan Lower** and **Figure 4.0-8: Landscape Plan Upper**.

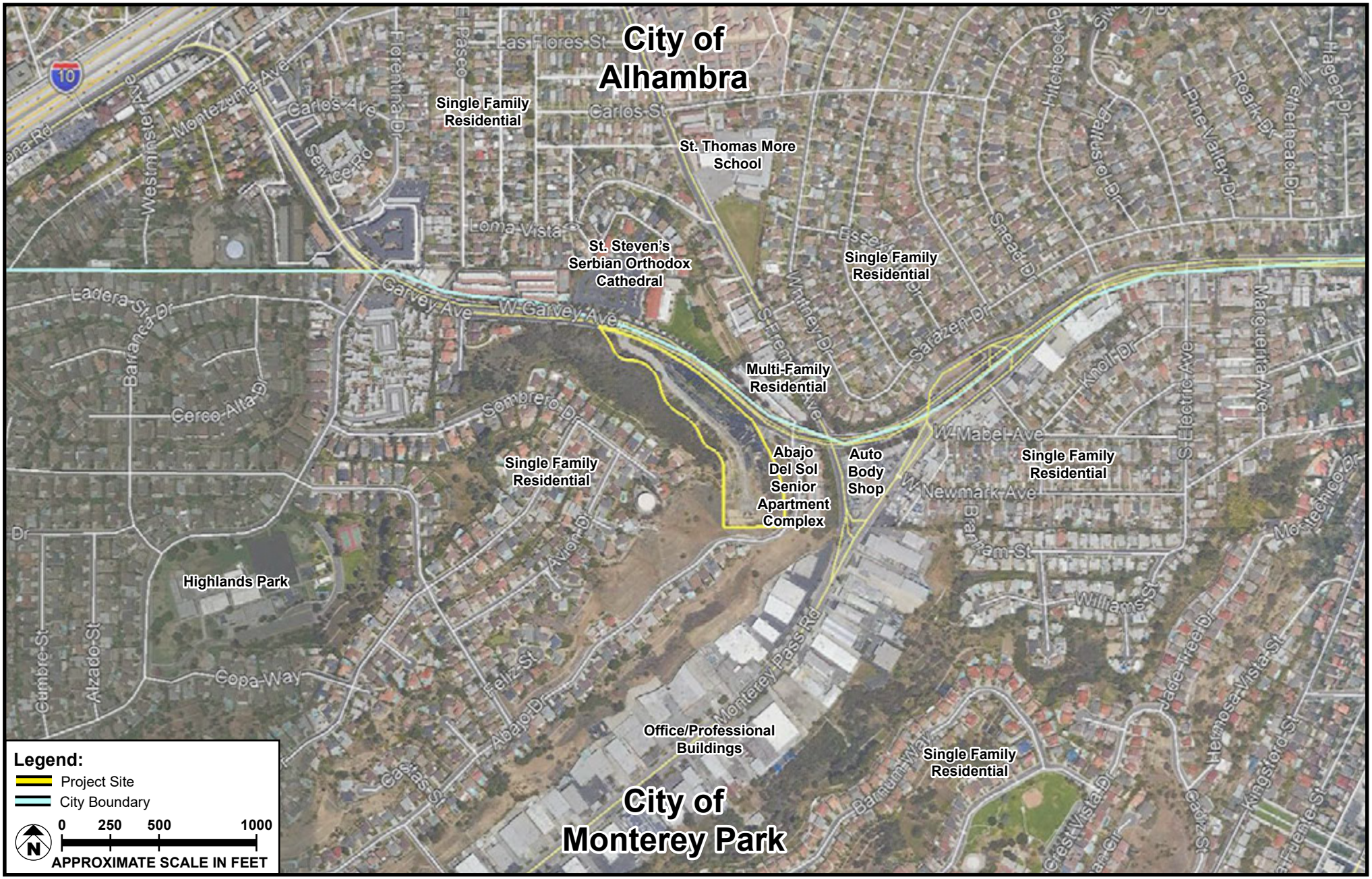
Residences

The Project includes 16 proposed single-family residences as shown in **Figure 4.0-9: Site Plan**. Unit sizes would range from 2,432 SF to 5,666 SF. All units would be three stories including a basement as shown in **Figure 4.0-10: Project Rendering View from the North** and **Figure 4.0-11: Project Rendering View from the South**. Lot 1 would contain a 5-bedroom, 5-bathroom unit; Lots 2 through 6 would contain 6-bedroom, 5-bathroom units; Lots 7 through 15 would contain 6-bedroom, 6.5-bathroom units; and Lot 16 would contain a 2-bedroom, 3-bathroom unit.

There would be a total of seven different floor plans: floor plans A through G. There would be one unit with floor plan A, which can be seen in **Figure 4.0-12: Unit A Floor Plan**; five units with floor plan B, which can be seen in **Figure 4.0-13: Unit B Floor Plan**; four units with floor plan C, which can be seen in **Figure 4.0-14: Unit C Floor Plan**; one unit with floor plan D, which can be seen in **Figure 4.0-15: Unit D Floor Plan**; two units with floor plan E, which can be seen in **Figure 4.0-16: Unit E Floor Plan**; one unit with floor plan E2, which can be seen in **Figure 4.0-17: Unit E2 Floor Plan**; one unit with floor plan F, which can be seen in **Figure 4.0-18: Unit F Floor Plan**; and one unit with floor plan G, which can be seen in **Figure 4.0-19: Unit G Floor Plan**.

The houses would contain modern textures and materials such as concrete, wood, glass, and stone as shown in **Figure 4.0-20: Typical Building Materials Unit B Example** and **Figure 4.0-21: Typical Building Materials Unit E Example**. House colors would typically be dark brown and shades of grey.

The elevations of the residences are shown in **Figures 4.0-22** through **4.0-25.** As shown, the maximum height of the residences is 35’ 3”.



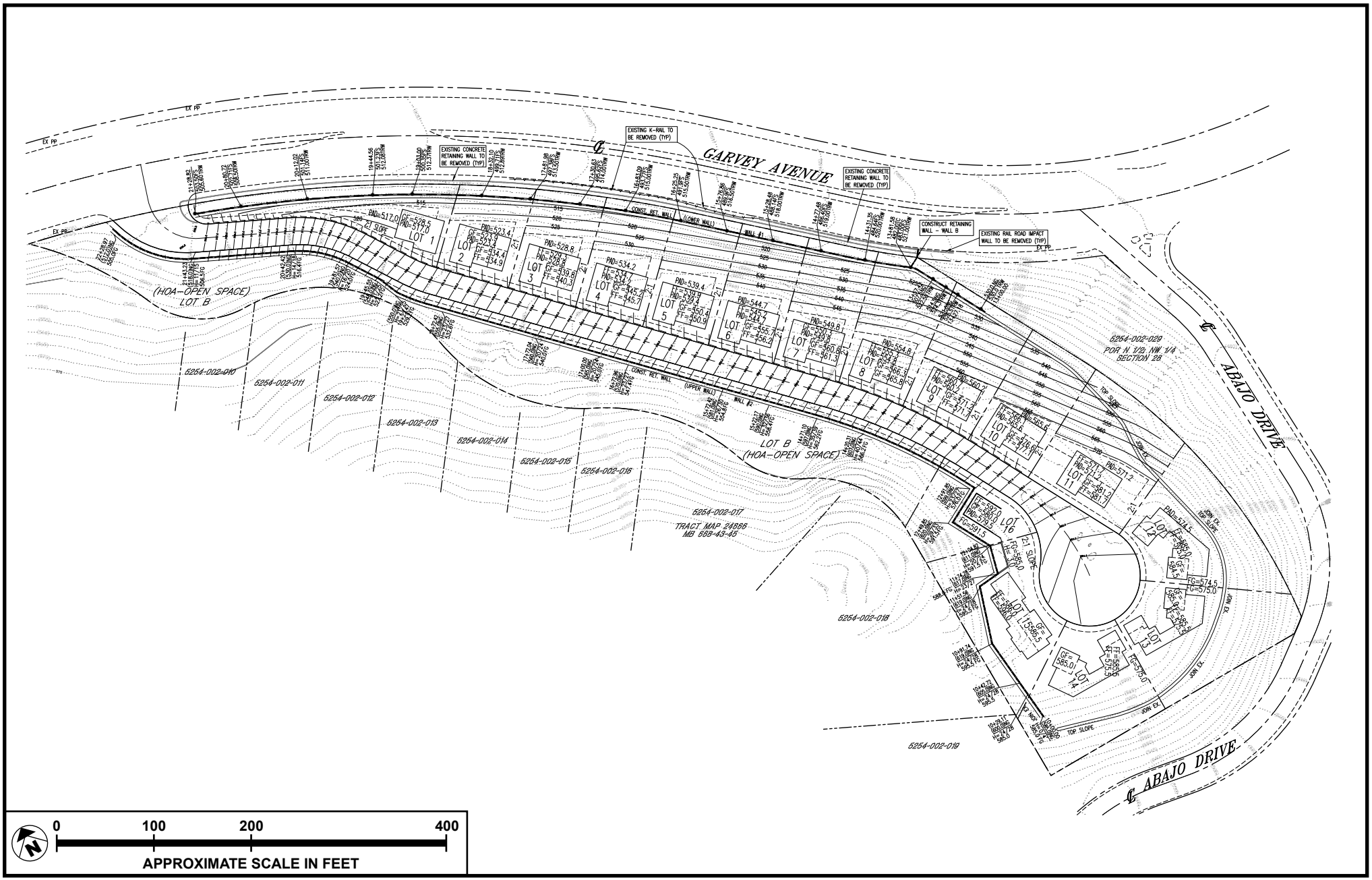
SOURCE: Google Earth - 2020

FIGURE **4.0-1**

Meridian Consultants

Surrounding Uses

273-001-19



SOURCE: City of Monterey Park; Vesting Tentative Tract Map 75023 - 2019

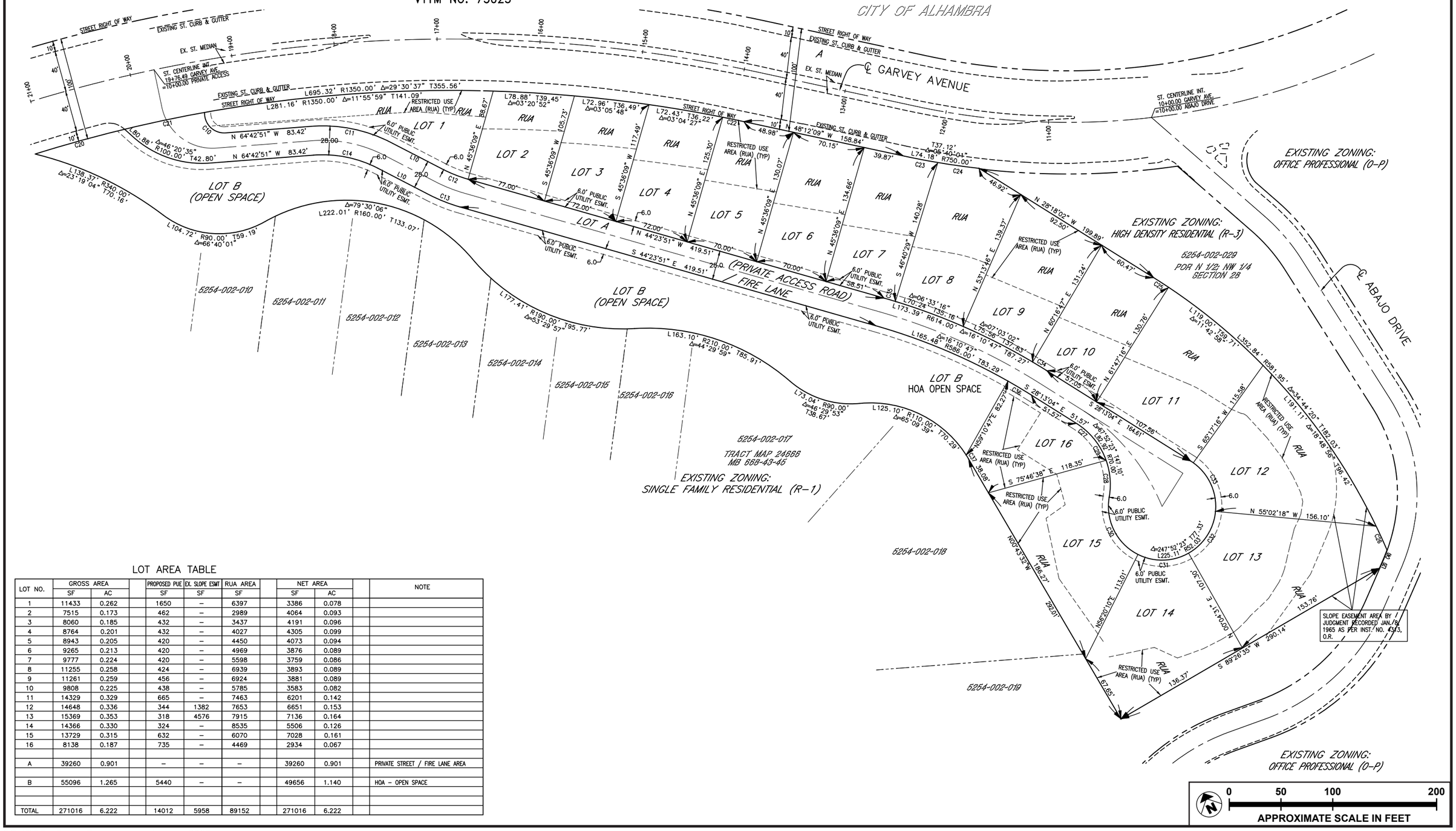
FIGURE **4.0-2**

Meridian Consultants

Conceptual Site Grading Plan

273-001-19

VTTM NO. 75023



LOT AREA TABLE

LOT NO.	GROSS AREA			PROPOSED PUE	EX. SLOPE ESMT	RUA AREA		NET AREA			NOTE
	SF	AC		SF	SF	SF		SF	AC		
1	11433	0.262		1650	–	6397		3386	0.078		
2	7515	0.173		462	–	2989		4064	0.093		
3	8060	0.185		432	–	3437		4191	0.096		
4	8764	0.201		432	–	4027		4305	0.099		
5	8943	0.205		420	–	4450		4073	0.094		
6	9265	0.213		420	–	4969		3876	0.089		
7	9777	0.224		420	–	5598		3759	0.086		
8	11255	0.258		424	–	6939		3893	0.089		
9	11261	0.259		456	–	6924		3881	0.089		
10	9808	0.225		438	–	5785		3583	0.082		
11	14329	0.329		665	–	7463		6201	0.142		
12	14648	0.336		344	1382	7653		6651	0.153		
13	15369	0.353		318	4576	7915		7136	0.164		
14	14366	0.330		324	–	8535		5506	0.126		
15	13729	0.315		632	–	6070		7028	0.161		
16	8138	0.187		735	–	4469		2934	0.067		
A	39260	0.901		–	–	–		39260	0.901		PRIVATE STREET / FIRE LANE AREA
B	55096	1.265		5440	–	–		49656	1.140		HOA – OPEN SPACE
TOTAL	271016	6.222		14012	5958	89152		271016	6.222		

SOURCE: Focus Engineering - January 2020

FIGURE **4.0-3**

Meridian Consultants

Vesting Tentative Tract Map

273-001-19

Option 1 - Rock Finish 1

Option 2 - Rock Finish 2

Option 3 - Quarry Finish

Option 4 - Landscaped Finish

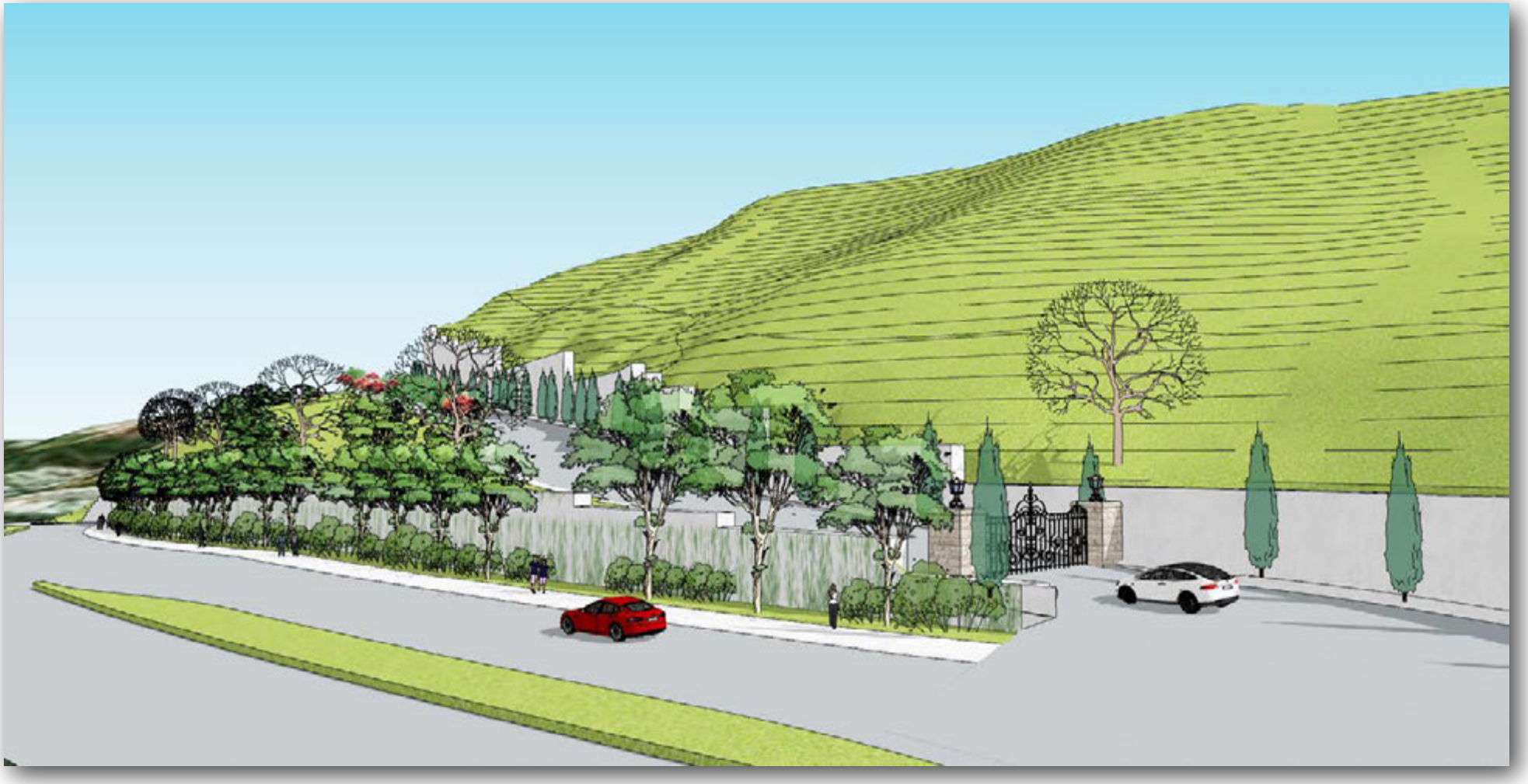
SOURCE: SLSD Inc. - 2020

FIGURE **4.0-4**

Meridian Consultants

Site Retaining Wall Finish Options

273-001-19



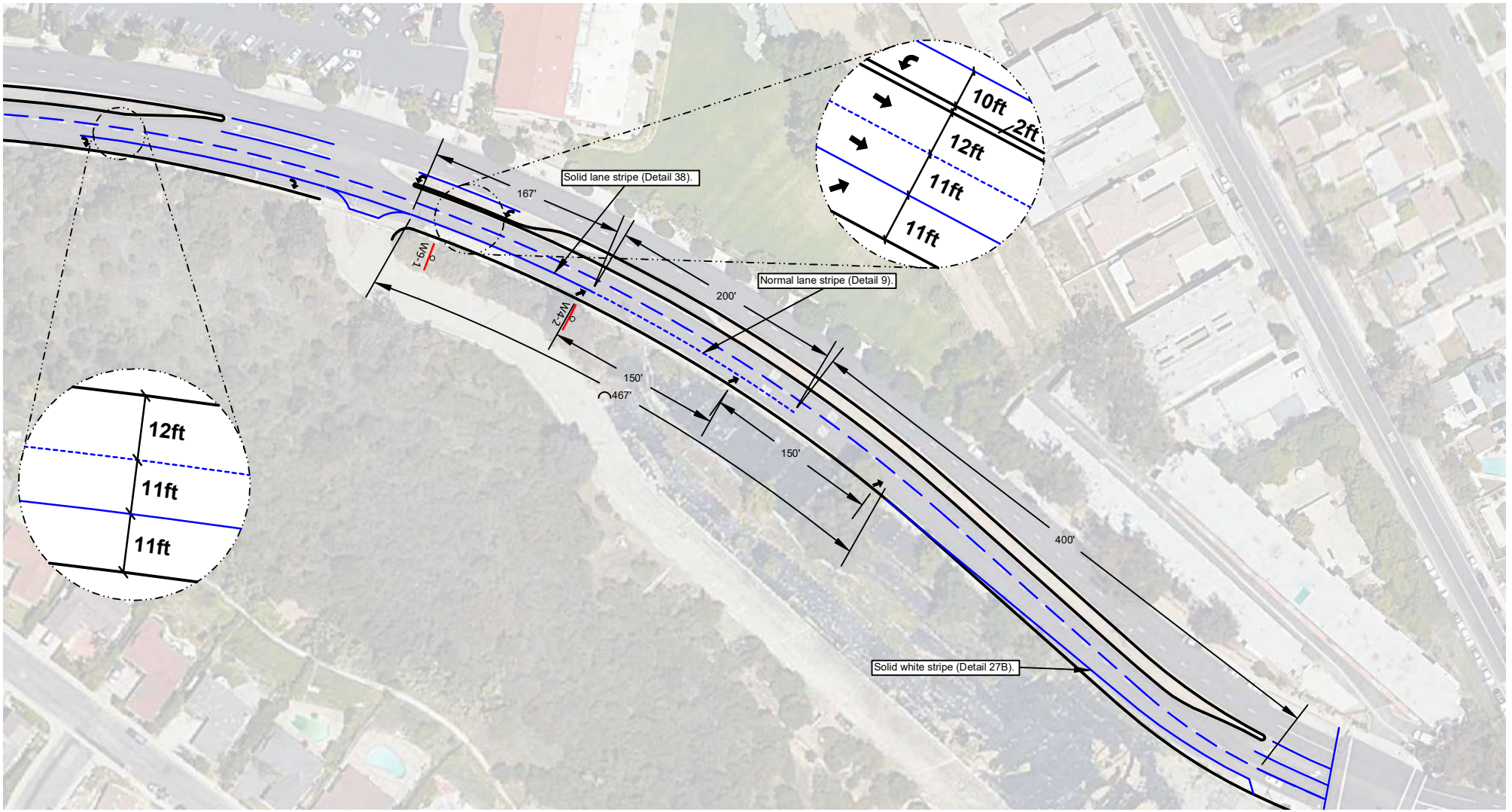
SOURCE: SLSD Inc. - 2020

FIGURE **4.0-5**

Meridian Consultants

Entry Way Rendering

273-001-19



NOT TO SCALE

SOURCE: 1688 West Garvey Avenue Project Traffic Impact Analysis, Ganddini Group Inc. – January 8, 2021

FIGURE **4.0-6**

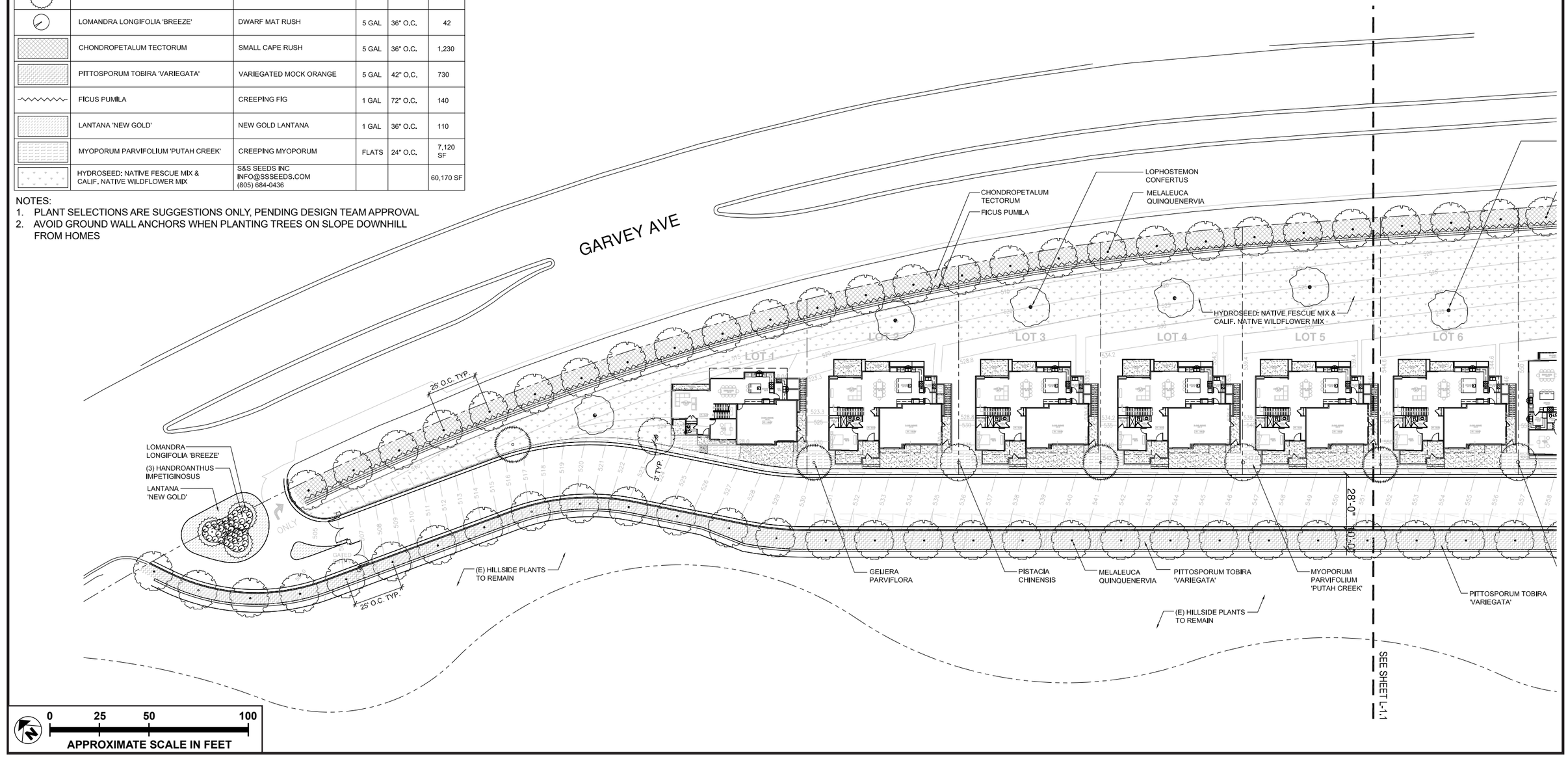
Meridian Consultants

Garvey Avenue Street Improvement Plan

PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	QTY
	MELALEUCA QUINQUENERVIA	PAPERBARK TREE	36" BOX	25' O.C.	83
	LOPHOSTEMON CONFERTUS (TRISTANIA CONFERTA)	BRISBANE BOX	36" BOX	PER PLAN	14
	PISTACIA CHINENSIS	CHINESE PISTACHE	36" BOX	PER PLAN	10
	GEIJERA PARVIFLORA	AUSTRALIAN WILLOW	36" BOX	PER PLAN	10
	HANDROANTHUS IMPETIGINOSUS	PINK TRUMPET TREE	36" BOX	PER PLAN	3
	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	5 GAL	36" O.C.	42
	CHONDROPETALUM TECTORUM	SMALL CAPE RUSH	5 GAL	36" O.C.	1,230
	PITTOSPORUM TOBIRA 'VARIEGATA'	VARIEGATED MOCK ORANGE	5 GAL	42" O.C.	730
	FICUS PUMILA	CREEPING FIG	1 GAL	72" O.C.	140
	LANTANA 'NEW GOLD'	NEW GOLD LANTANA	1 GAL	36" O.C.	110
	MYOPORUM PARVIFOLIUM 'PUTAH CREEK'	CREEPING MYOPORUM	FLATS	24" O.C.	7,120 SF
	HYDROSEED: NATIVE FESCUE MIX & CALIF. NATIVE WILDFLOWER MIX	S&S SEEDS INC INFO@SSSEEDS.COM (805) 684-0436			60,170 SF

NOTES:
1. PLANT SELECTIONS ARE SUGGESTIONS ONLY, PENDING DESIGN TEAM APPROVAL
2. AVOID GROUND WALL ANCHORS WHEN PLANTING TREES ON SLOPE DOWNHILL FROM HOMES



SOURCE: Orange Street Studio - February 6, 2020

FIGURE **4.0-7**

Meridian Consultants

Landscape Plan Lower

273-001-19

NOTES:
1. PLANT SELECTIONS ARE SUGGESTIONS ONLY, PENDING DESIGN TEAM APPROVAL
2. AVOID GROUND WALL ANCHORS WHEN PLANTING TREES ON SLOPE DOWNHILL FROM HOMES

PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	QTY
	MELALEUCA QUINQUENERVIA	PAPERBARK TREE	36" BOX	25' O.C.	83
	LOPHOSTEMON CONFERTUS (TRISTANIA CONFERTA)	BRISBANE BOX	36" BOX	PER PLAN	14
	PISTACIA CHINENSIS	CHINESE PISTACHE	36" BOX	PER PLAN	10
	GEIJERA PARVIFLORA	AUSTRALIAN WILLOW	36" BOX	PER PLAN	10
	HANDROANTHUS IMPETIGINOSUS	PINK TRUMPET TREE	36" BOX	PER PLAN	3
	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	5 GAL	36" O.C.	42
	CHONDROPETALUM TECTORUM	SMALL CAPE RUSH	5 GAL	36" O.C.	1,230
	PITTOSPORUM TOBIRA 'VARIEGATA'	VARIEGATED MOCK ORANGE	5 GAL	42" O.C.	730
	FICUS PUMILA	CREEPING FIG	1 GAL	72" O.C.	140
	LANTANA 'NEW GOLD'	NEW GOLD LANTANA	1 GAL	36" O.C.	110
	MYOPORUM PARVIFOLIUM 'PUTAH CREEK'	CREEPING MYOPORUM	FLATS	24" O.C.	7,120 SF
	HYDROSEED: NATIVE FESCUE MIX & CALIF. NATIVE WILDFLOWER MIX	S&S SEEDS INC INFO@SSSEEDS.COM (805) 684-0436			60,170 SF

0 25 50 100
APPROXIMATE SCALE IN FEET

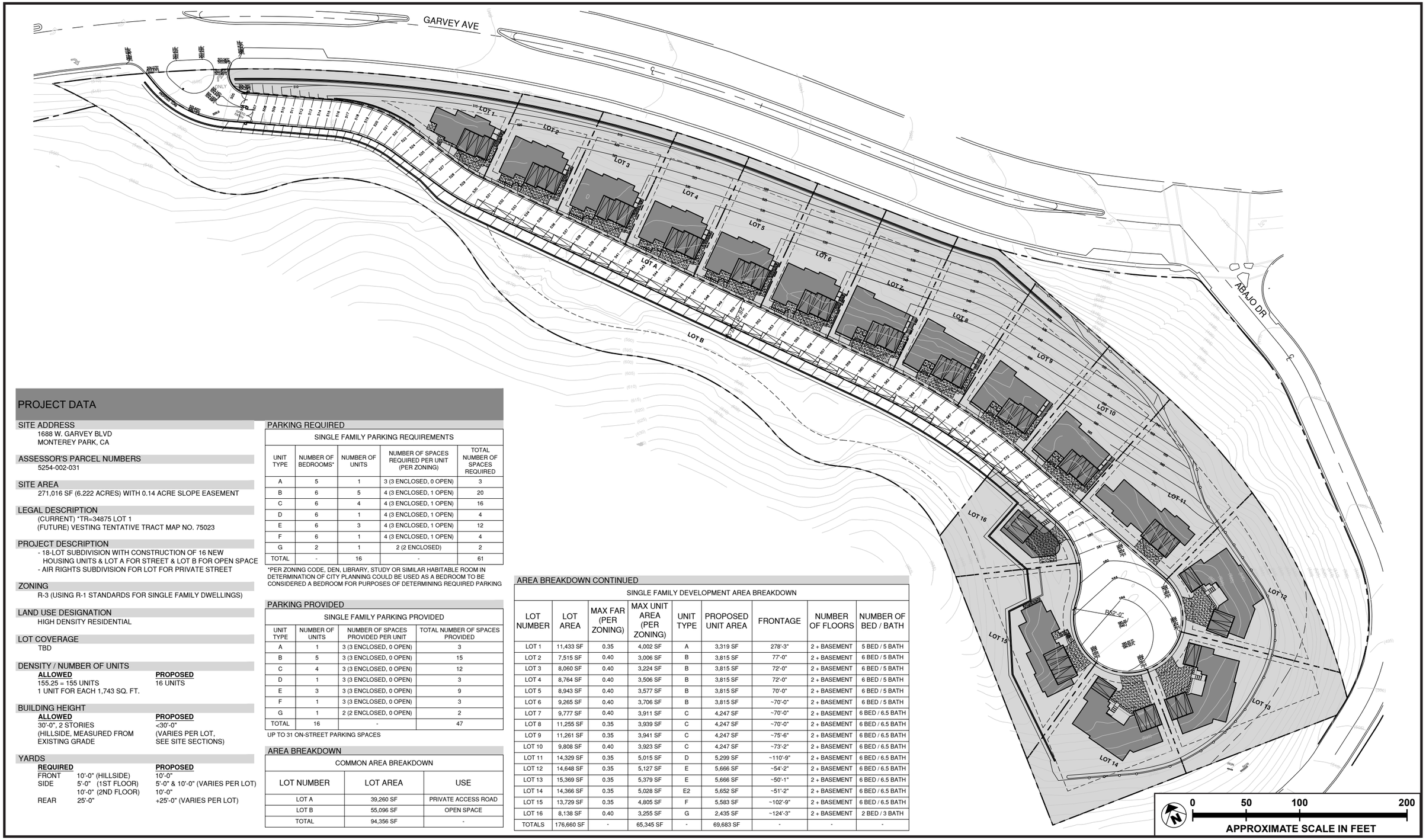
SOURCE: Orange Street Studio - February 6, 2020

FIGURE **4.0-8**

Meridian Consultants

Landscape Plan Upper

273-001-19



PROJECT DATA

SITE ADDRESS
1688 W. GARVEY BLVD
MONTEREY PARK, CA

ASSESSOR'S PARCEL NUMBERS
5254-002-031

SITE AREA
271,016 SF (6.222 ACRES) WITH 0.14 ACRE SLOPE EASEMENT

LEGAL DESCRIPTION
(CURRENT) *TR=34875 LOT 1
(FUTURE) VESTING TENTATIVE TRACT MAP NO. 75023

PROJECT DESCRIPTION
- 18-LOT SUBDIVISION WITH CONSTRUCTION OF 16 NEW HOUSING UNITS & LOT A FOR STREET & LOT B FOR OPEN SPACE
- AIR RIGHTS SUBDIVISION FOR LOT FOR PRIVATE STREET

ZONING
R-3 (USING R-1 STANDARDS FOR SINGLE FAMILY DWELLINGS)

LAND USE DESIGNATION
HIGH DENSITY RESIDENTIAL

LOT COVERAGE
TBD

DENSITY / NUMBER OF UNITS

ALLOWED	PROPOSED
155.25 = 155 UNITS 1 UNIT FOR EACH 1,743 SQ. FT.	16 UNITS

BUILDING HEIGHT

ALLOWED	PROPOSED
30'-0", 2 STORIES (HILLSIDE, MEASURED FROM EXISTING GRADE	<30'-0" (VARIES PER LOT, SEE SITE SECTIONS)

YARDS

REQUIRED		PROPOSED
FRONT	10'-0" (HILLSIDE)	10'-0"
SIDE	5'-0" (1ST FLOOR)	5'-0" & 10'-0" (VARIES PER LOT)
	10'-0" (2ND FLOOR)	10'-0"
REAR	25'-0"	+25'-0" (VARIES PER LOT)

PARKING REQUIRED

SINGLE FAMILY PARKING REQUIREMENTS

UNIT TYPE	NUMBER OF BEDROOMS*	NUMBER OF UNITS	NUMBER OF SPACES REQUIRED PER UNIT (PER ZONING)	TOTAL NUMBER OF SPACES REQUIRED
A	5	1	3 (3 ENCLOSED, 0 OPEN)	3
B	6	5	4 (3 ENCLOSED, 1 OPEN)	20
C	6	4	4 (3 ENCLOSED, 1 OPEN)	16
D	6	1	4 (3 ENCLOSED, 1 OPEN)	4
E	6	3	4 (3 ENCLOSED, 1 OPEN)	12
F	6	1	4 (3 ENCLOSED, 1 OPEN)	4
G	2	1	2 (2 ENCLOSED)	2
TOTAL	-	16	-	61

*PER ZONING CODE, DEN, LIBRARY, STUDY OR SIMILAR HABITABLE ROOM IN DETERMINATION OF CITY PLANNING COULD BE USED AS A BEDROOM TO BE CONSIDERED A BEDROOM FOR PURPOSES OF DETERMINING REQUIRED PARKING

PARKING PROVIDED

SINGLE FAMILY PARKING PROVIDED

UNIT TYPE	NUMBER OF UNITS	NUMBER OF SPACES PROVIDED PER UNIT	TOTAL NUMBER OF SPACES PROVIDED
A	1	3 (3 ENCLOSED, 0 OPEN)	3
B	5	3 (3 ENCLOSED, 0 OPEN)	15
C	4	3 (3 ENCLOSED, 0 OPEN)	12
D	1	3 (3 ENCLOSED, 0 OPEN)	3
E	3	3 (3 ENCLOSED, 0 OPEN)	9
F	1	3 (3 ENCLOSED, 0 OPEN)	3
G	1	2 (2 ENCLOSED, 0 OPEN)	2
TOTAL	16	-	47

UP TO 31 ON-STREET PARKING SPACES

AREA BREAKDOWN

COMMON AREA BREAKDOWN

LOT NUMBER	LOT AREA	USE
LOT A	39,260 SF	PRIVATE ACCESS ROAD
LOT B	55,096 SF	OPEN SPACE
TOTAL	94,356 SF	-

AREA BREAKDOWN CONTINUED

SINGLE FAMILY DEVELOPMENT AREA BREAKDOWN

LOT NUMBER	LOT AREA	MAX FAR (PER ZONING)	MAX UNIT AREA (PER ZONING)	UNIT TYPE	PROPOSED UNIT AREA	FRONTAGE	NUMBER OF FLOORS	NUMBER OF BED / BATH
LOT 1	11,433 SF	0.35	4,002 SF	A	3,319 SF	278'-3"	2 + BASEMENT	5 BED / 5 BATH
LOT 2	7,515 SF	0.40	3,006 SF	B	3,815 SF	77'-0"	2 + BASEMENT	6 BED / 5 BATH
LOT 3	8,060 SF	0.40	3,224 SF	B	3,815 SF	72'-0"	2 + BASEMENT	6 BED / 5 BATH
LOT 4	8,764 SF	0.40	3,506 SF	B	3,815 SF	72'-0"	2 + BASEMENT	6 BED / 5 BATH
LOT 5	8,943 SF	0.40	3,577 SF	B	3,815 SF	70'-0"	2 + BASEMENT	6 BED / 5 BATH
LOT 6	9,265 SF	0.40	3,706 SF	B	3,815 SF	~70'-0"	2 + BASEMENT	6 BED / 5 BATH
LOT 7	9,777 SF	0.40	3,911 SF	C	4,247 SF	~70'-0"	2 + BASEMENT	6 BED / 6.5 BATH
LOT 8	11,255 SF	0.35	3,939 SF	C	4,247 SF	~70'-0"	2 + BASEMENT	6 BED / 6.5 BATH
LOT 9	11,261 SF	0.35	3,941 SF	C	4,247 SF	~75'-6"	2 + BASEMENT	6 BED / 6.5 BATH
LOT 10	9,808 SF	0.40	3,923 SF	C	4,247 SF	~73'-2"	2 + BASEMENT	6 BED / 6.5 BATH
LOT 11	14,329 SF	0.35	5,015 SF	D	5,299 SF	~110'-9"	2 + BASEMENT	6 BED / 6.5 BATH
LOT 12	14,648 SF	0.35	5,127 SF	E	5,666 SF	~54'-2"	2 + BASEMENT	6 BED / 6.5 BATH
LOT 13	15,369 SF	0.35	5,379 SF	E	5,666 SF	~50'-1"	2 + BASEMENT	6 BED / 6.5 BATH
LOT 14	14,366 SF	0.35	5,028 SF	E2	5,652 SF	~51'-2"	2 + BASEMENT	6 BED / 6.5 BATH
LOT 15	13,729 SF	0.35	4,805 SF	F	5,583 SF	~102'-9"	2 + BASEMENT	6 BED / 6.5 BATH
LOT 16	8,138 SF	0.40	3,255 SF	G	2,435 SF	~124'-3"	2 + BASEMENT	2 BED / 3 BATH
TOTALS	176,660 SF	-	65,345 SF	-	69,683 SF	-	-	-

SOURCE: SLSD Inc. - January 2020

FIGURE **4.0-9**

Meridian Consultants

Site Plan

273-001-19

SOURCE: SLSD Inc. - January 2020

FIGURE **4.0-10**

Meridian Consultants

Project Rendering View from the North

273-001-19

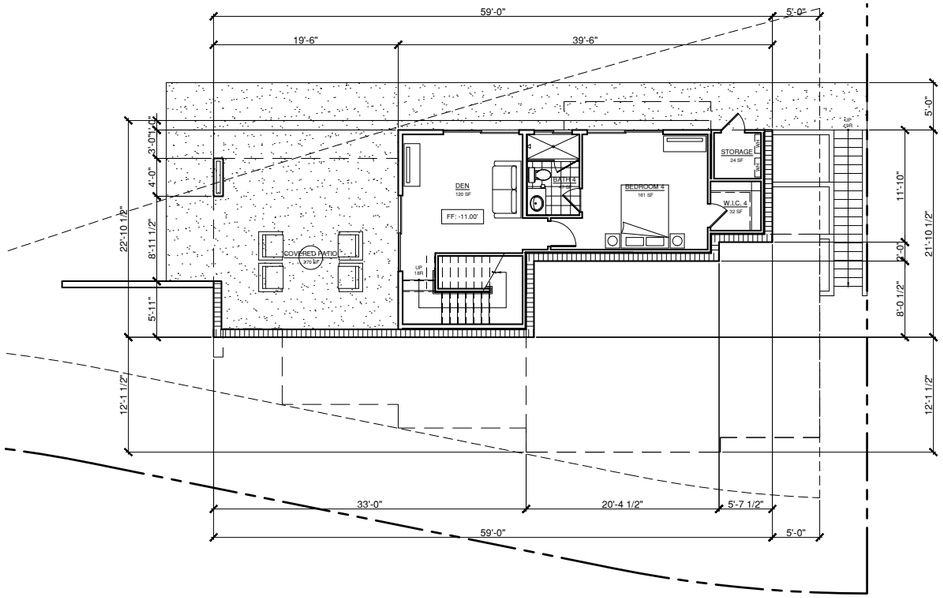
SOURCE: SLSD Inc. - January 2020

FIGURE **4.0-11**

Meridian Consultants

Project Rendering View from the South

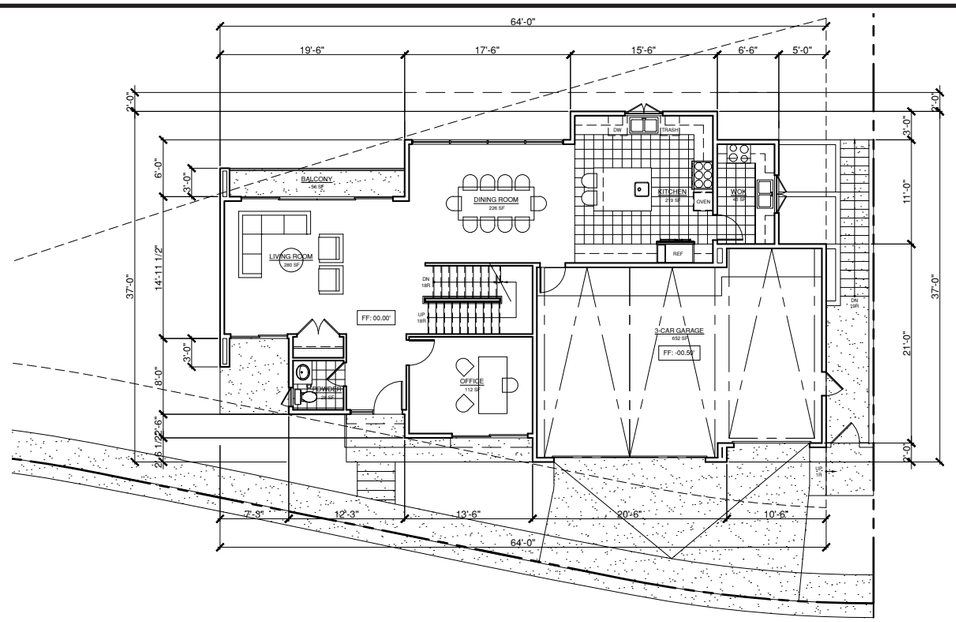
273-001-19



NORTH

BASEMENT FLOOR PLAN

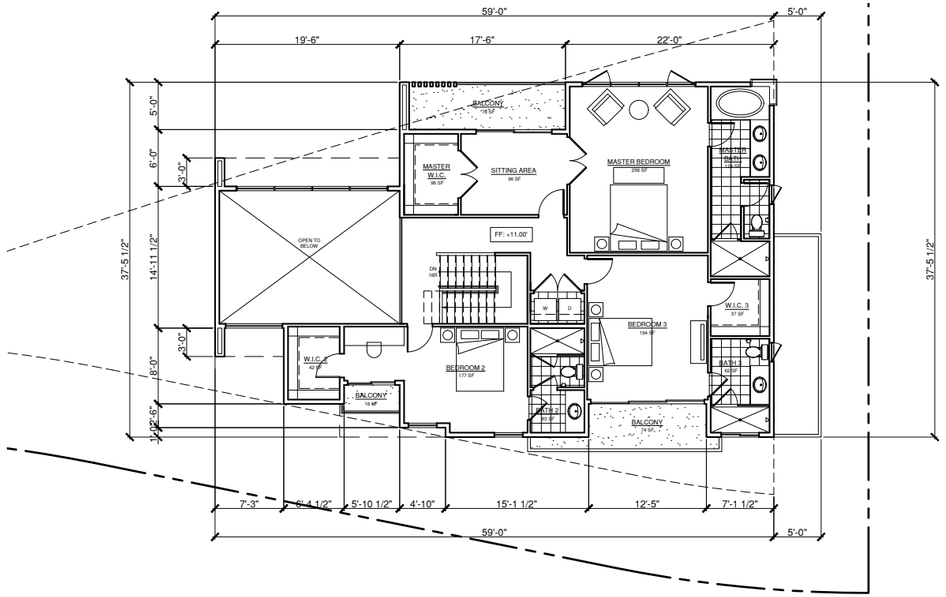
566 SF LIVING



NORTH

1ST FLOOR PLAN

1,101 SF LIVING
652 SF GARAGE

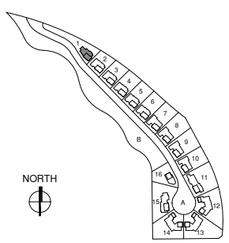


NORTH

2ND FLOOR PLAN

1,652 SF LIVING

SITE KEY



TYPE A FLOOR PLANS - 3,319 SF

0 10 20 40

APPROXIMATE SCALE IN FEET

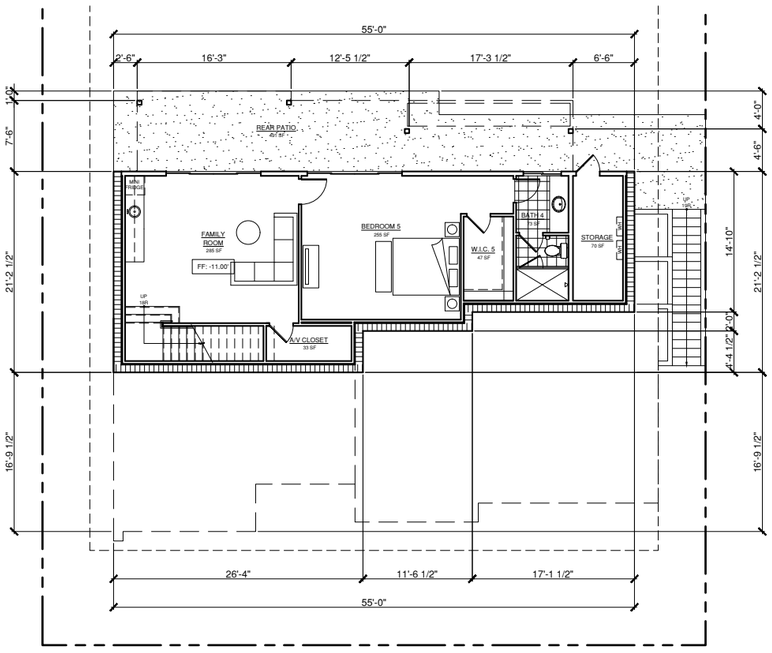
SOURCE: SLSD Inc. - 2020

FIGURE **4.0-12**

Meridian Consultants

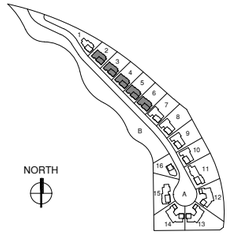
Unit A Floor Plan

273-001-19



BASEMENT FLOOR PLAN 842 SF LIVING

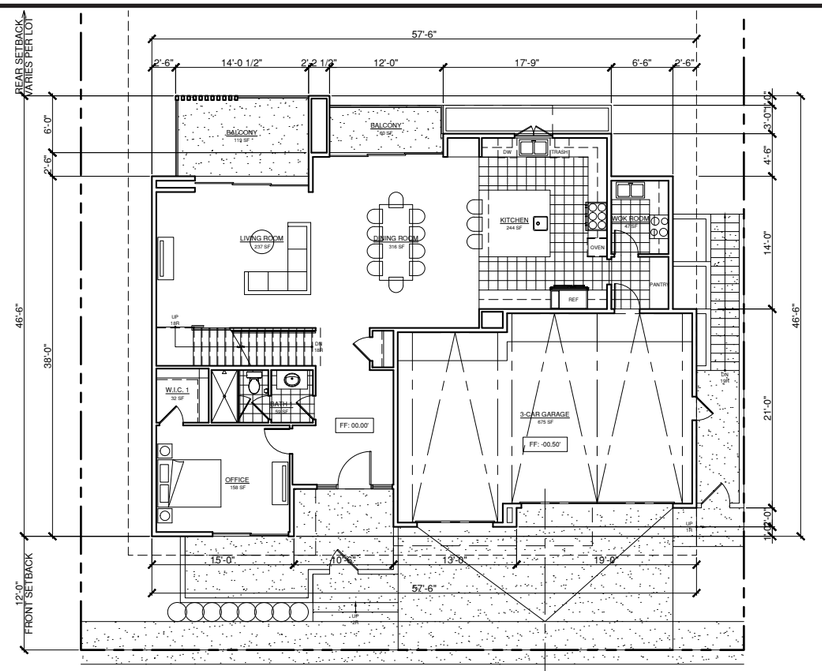
SITE KEY



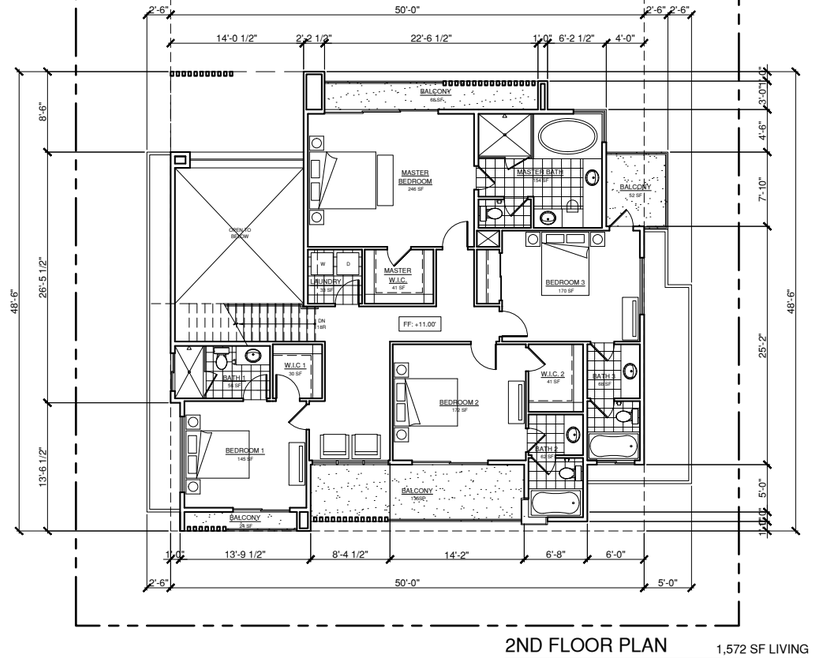
TYPE B FLOOR PLANS - 3,815 SF

0 10 20 40

APPROXIMATE SCALE IN FEET



1ST FLOOR PLAN 1,401 SF LIVING
675 SF GARAGE



2ND FLOOR PLAN 1,572 SF LIVING

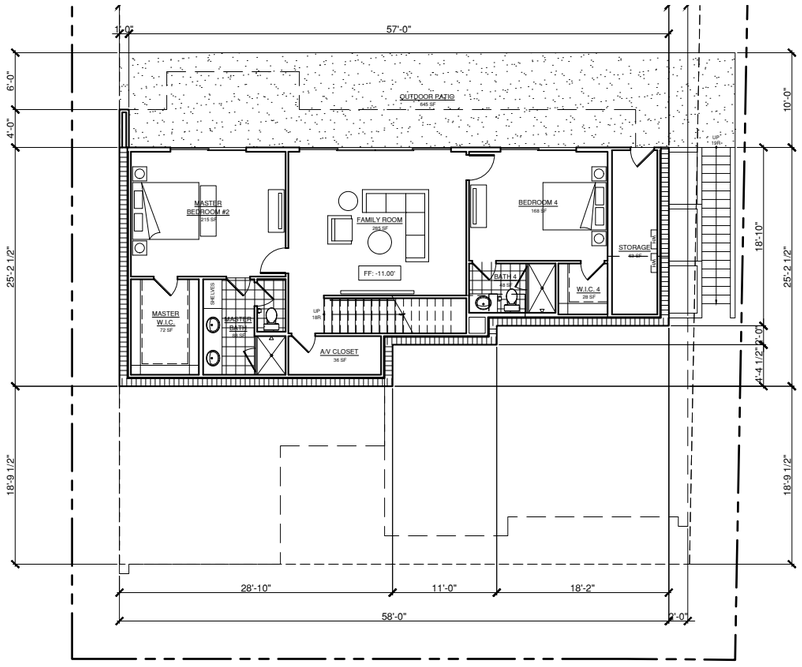
SOURCE: SLSD Inc. - 2020

FIGURE **4.0-13**

Meridian Consultants

Unit B Floor Plan

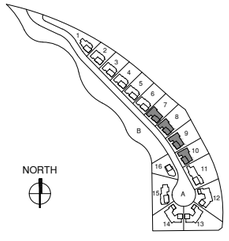
273-001-19



BASEMENT FLOOR PLAN

1,109 SF LIVING

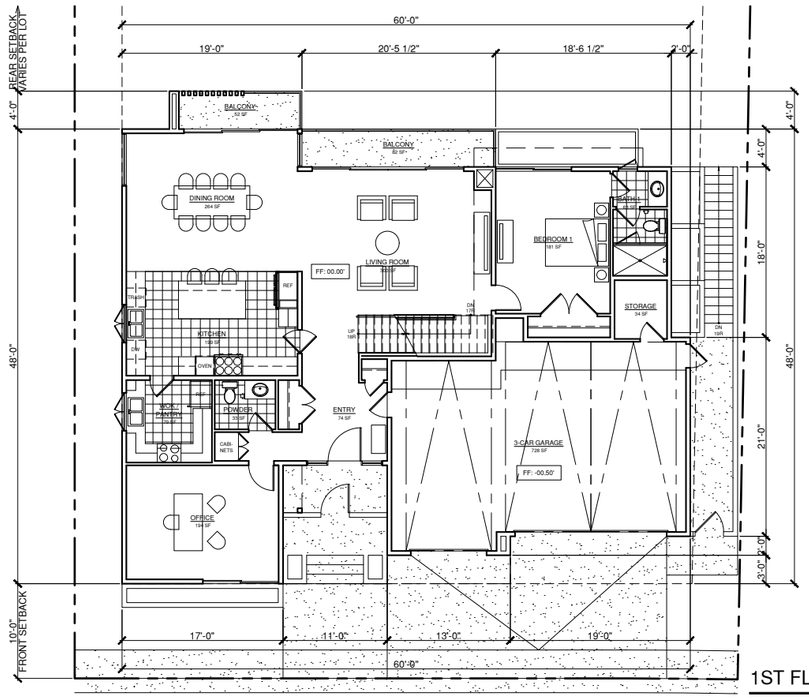
SITE KEY



TYPE C FLOOR PLANS - 4,247 SF

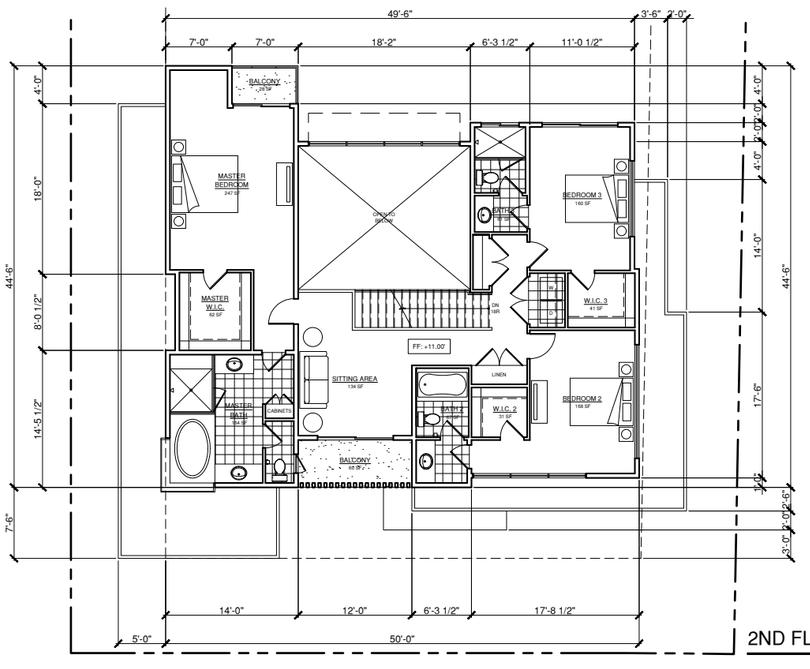
0 10 20 40

APPROXIMATE SCALE IN FEET



1ST FLOOR PLAN

1,620 SF LIVING
728 SF GARAGE



2ND FLOOR PLAN

1,518 SF LIVING

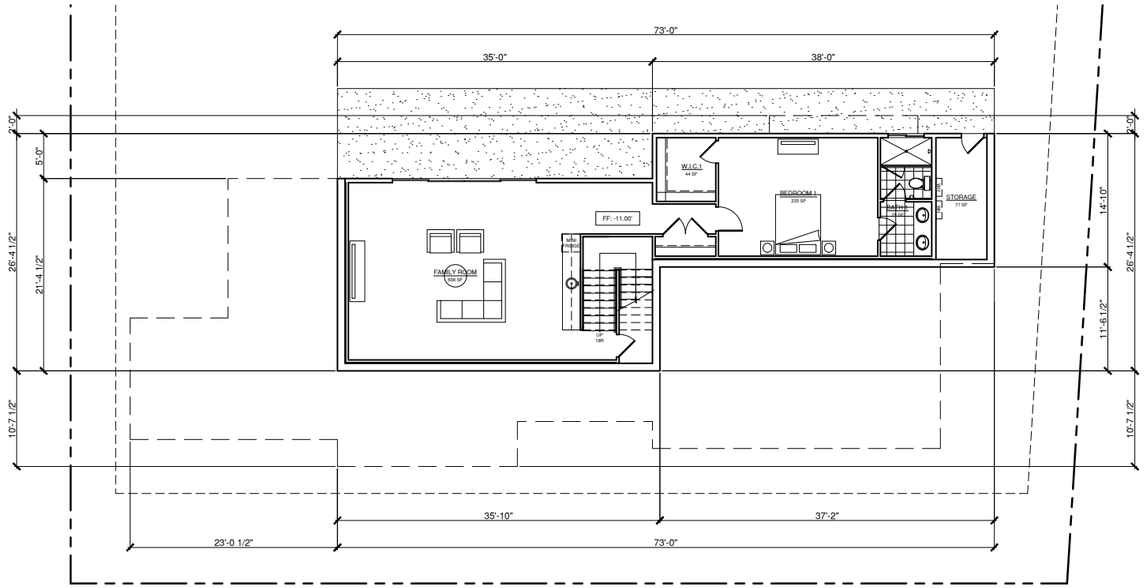
SOURCE: SLSD Inc. - 2020

FIGURE **4.0-14**

Meridian Consultants

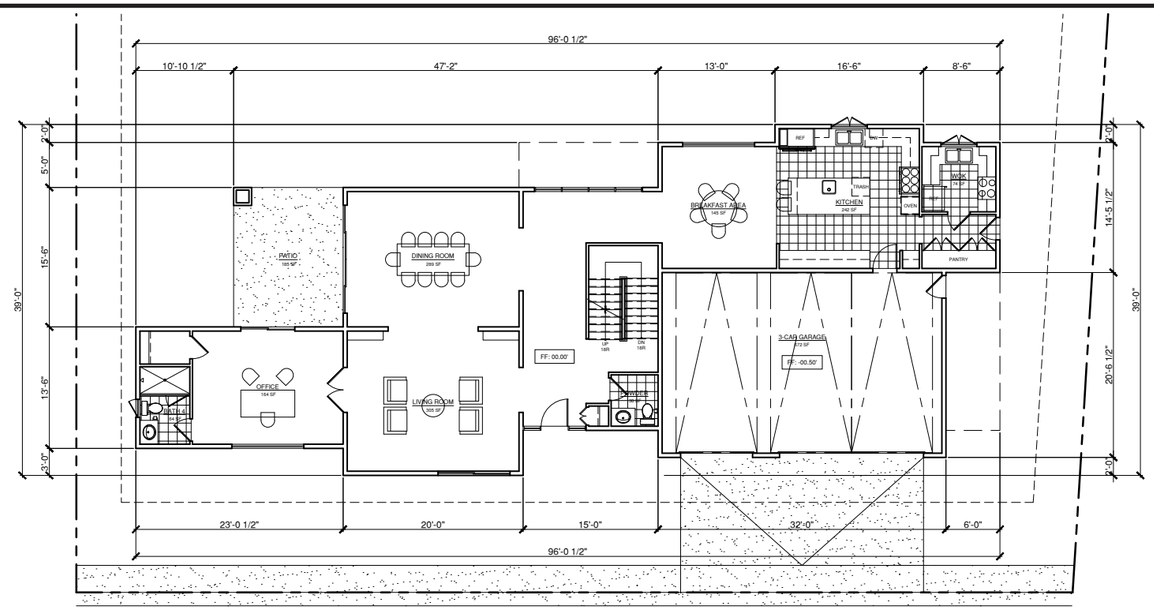
Unit C Floor Plan

273-001-19



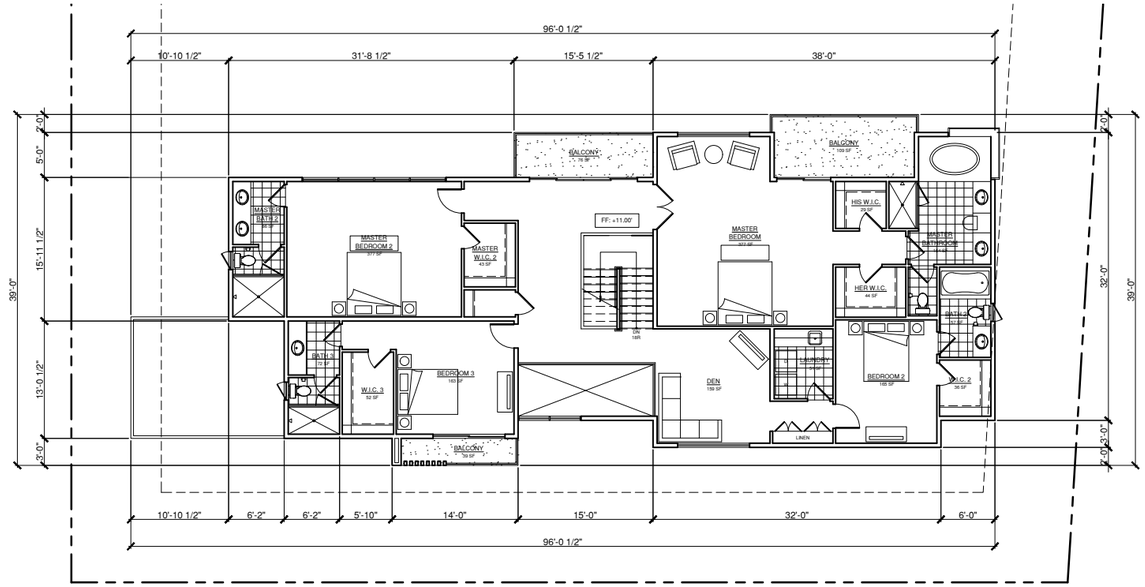
BASEMENT FLOOR PLAN

1,136 SF LIVING



1ST FLOOR PLAN

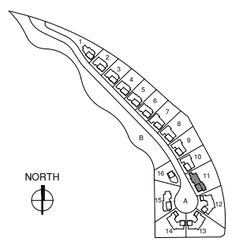
1,844 SF LIVING
672 SF GARAGE



2ND FLOOR PLAN

2,319 SF LIVING

SITE KEY



TYPE D FLOOR PLANS - 5,299 SF

0 10 20 40

APPROXIMATE SCALE IN FEET

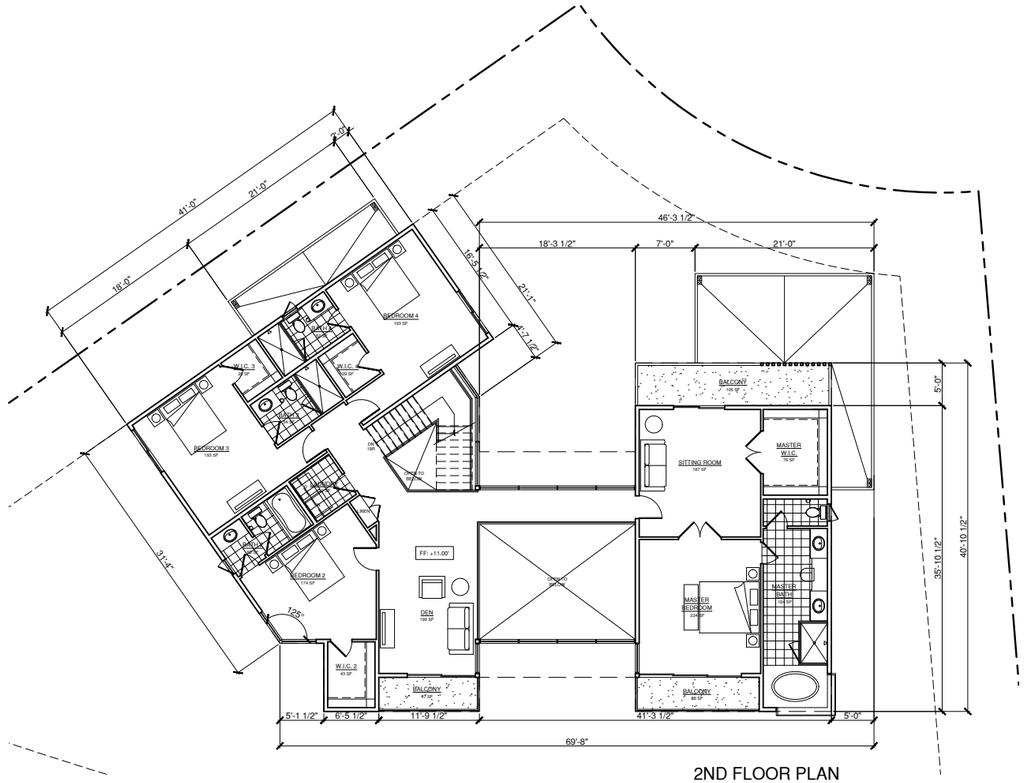
SOURCE: SLSD Inc. - 2020

FIGURE **4.0-15**

Meridian Consultants

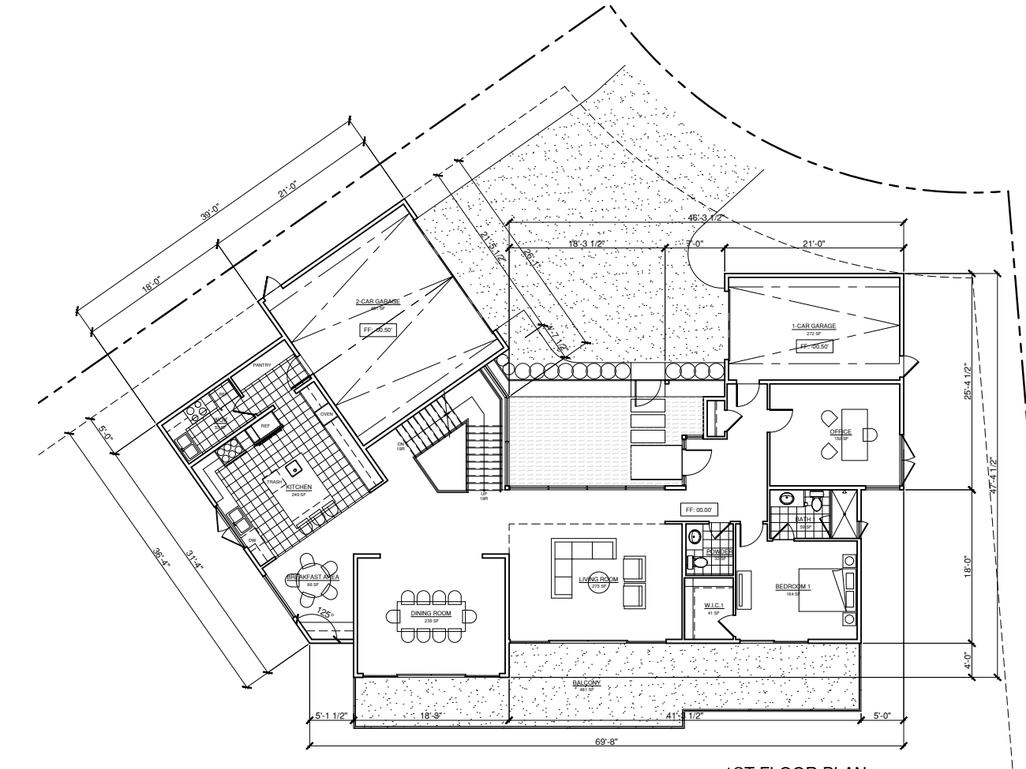
Unit D Floor Plan

273-001-19



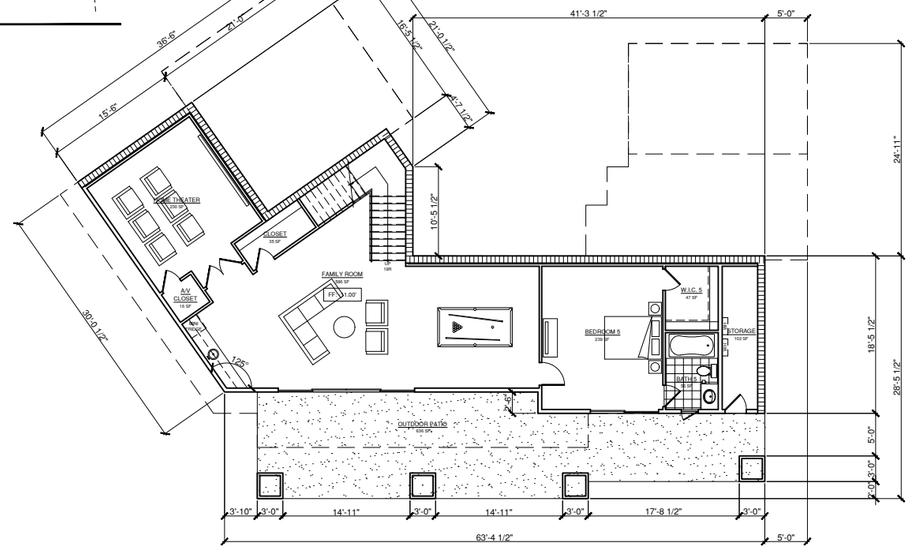
2ND FLOOR PLAN

2,176 SF LIVING



1ST FLOOR PLAN

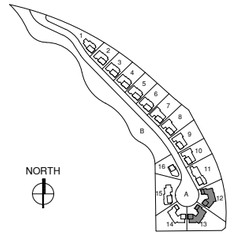
1,980 SF LIVING
723 SF GARAGE



BASEMENT FLOOR PLAN

1,510 SF LIVING

SITE KEY



TYPE E FLOOR PLANS - 5,666 SF

(LOT 12 SHOWN, LOT 13 SIMILAR)

0 10 20 40

APPROXIMATE SCALE IN FEET

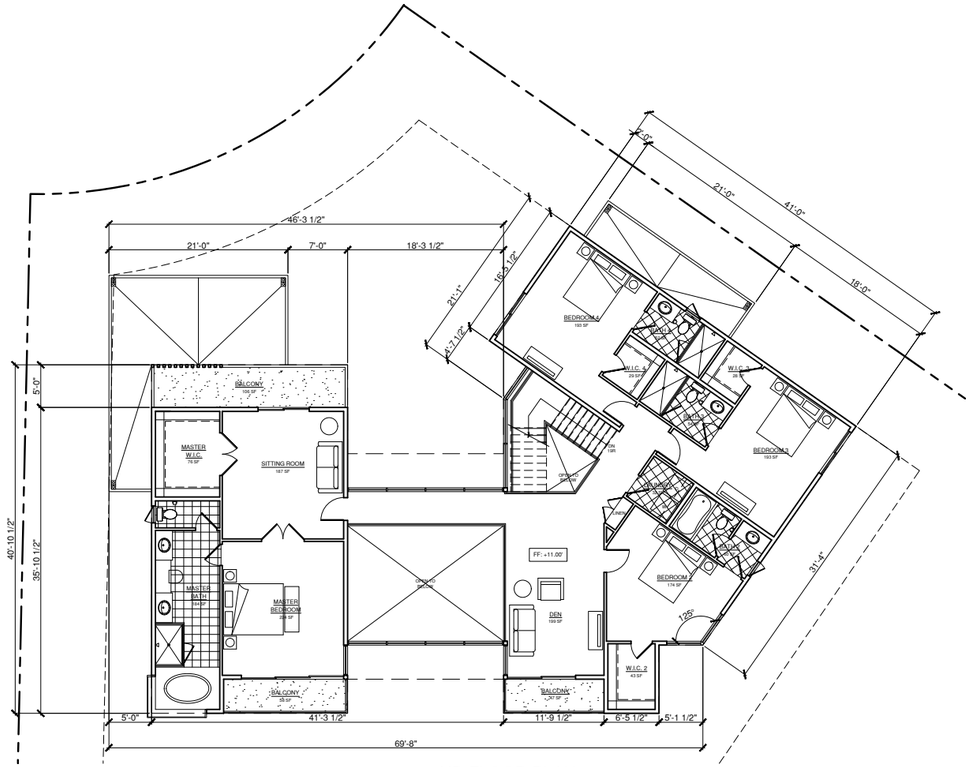
SOURCE: SLSD Inc. 2020

FIGURE **4.0-16**

Meridian Consultants

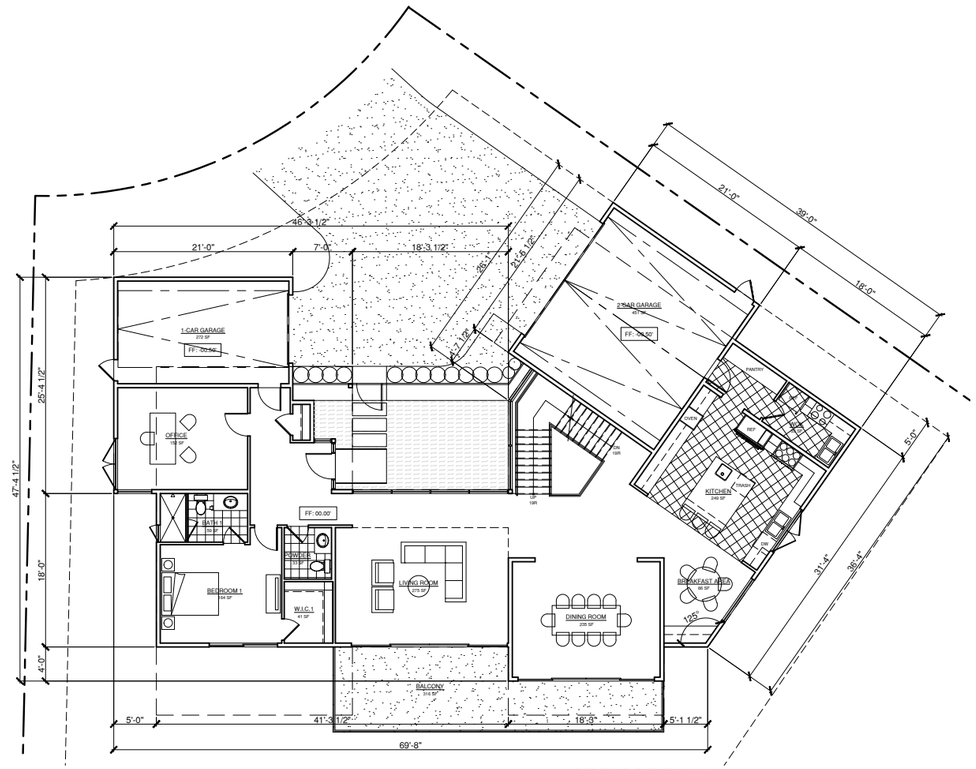
Unit E Floor Plan

273-001-19



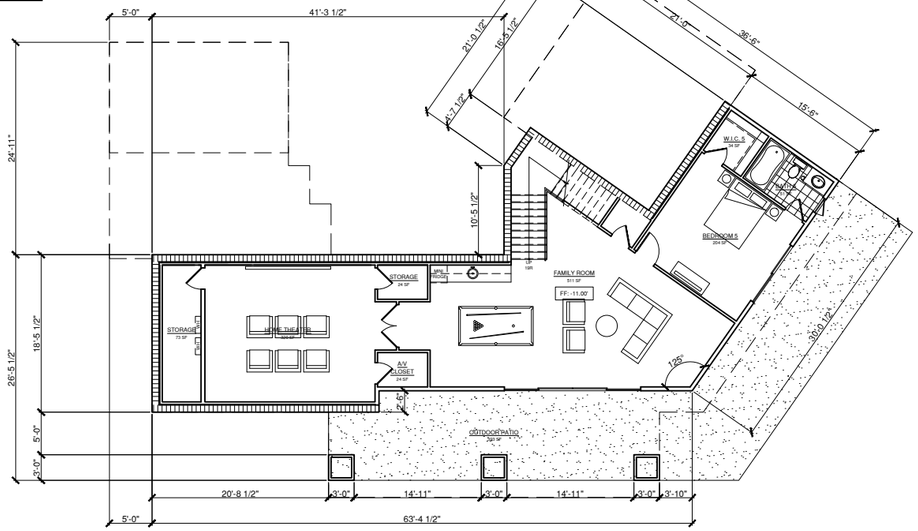
2ND FLOOR PLAN

2,313 SF LIVING



1ST FLOOR PLAN

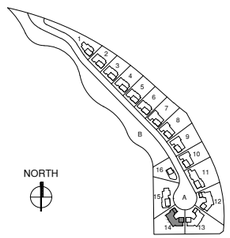
2,038 SF LIVING
685 SF GARAGE



BASEMENT FLOOR PLAN

1,571 SF LIVING

SITE KEY



TYPE E2 FLOOR PLANS - 5,652 SF

(LOT 14)

0 10 20 40

APPROXIMATE SCALE IN FEET

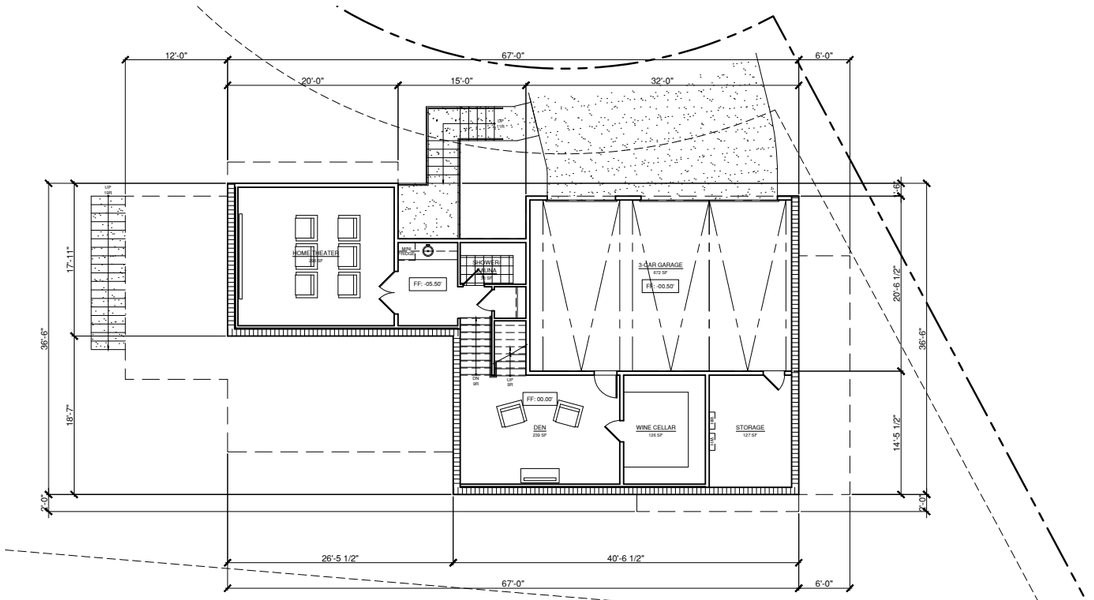
SOURCE: SLSD Inc. 2020

FIGURE **4.0-17**

Meridian Consultants

Unit E2 Floor Plan

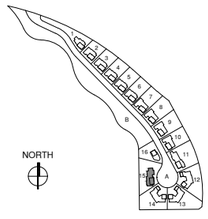
273-001-19



BASEMENT FLOOR PLAN

850 SF LIVING
672 SF GARAGE

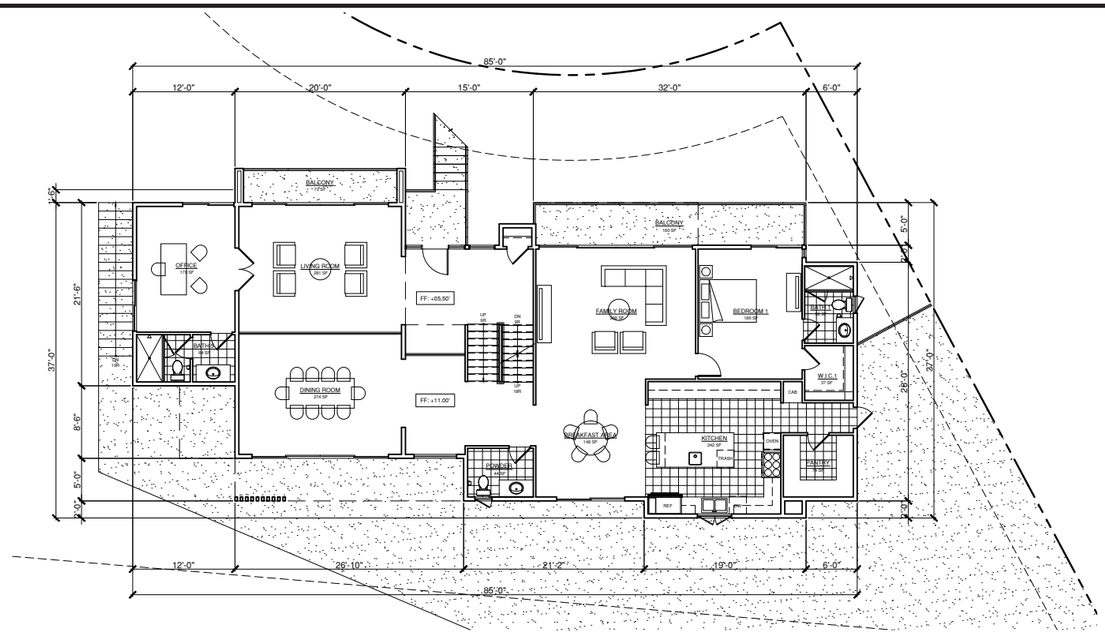
SITE KEY



TYPE F FLOOR PLANS - 5,583 SF

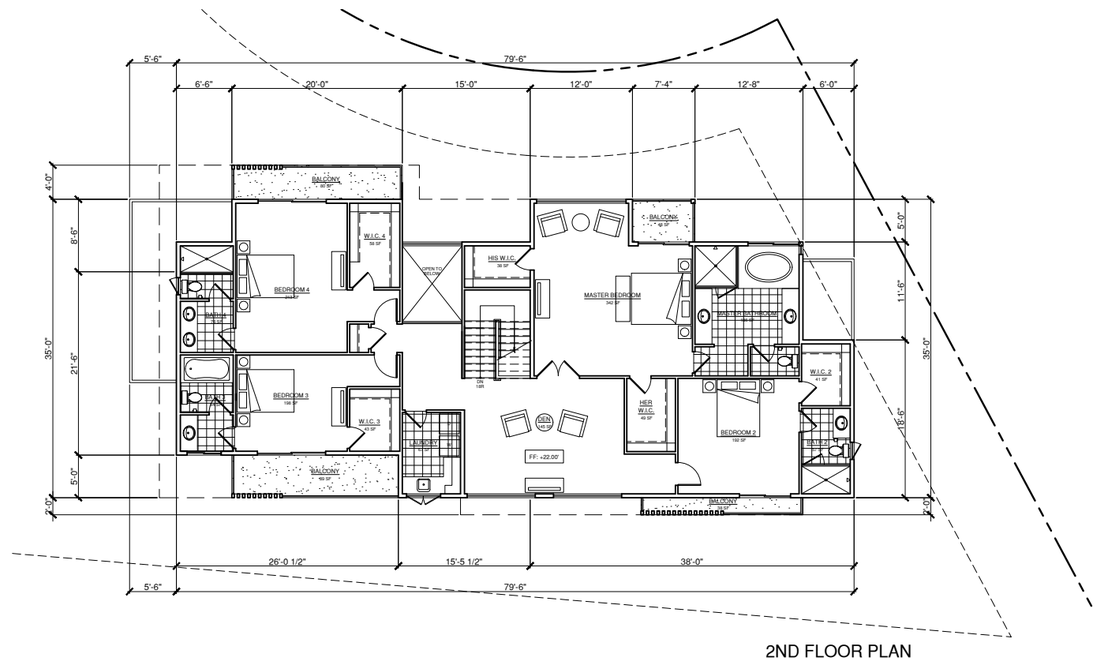
0 10 20 40

APPROXIMATE SCALE IN FEET



1ST FLOOR PLAN

2,388 SF LIVING



2ND FLOOR PLAN

2,345 SF LIVING

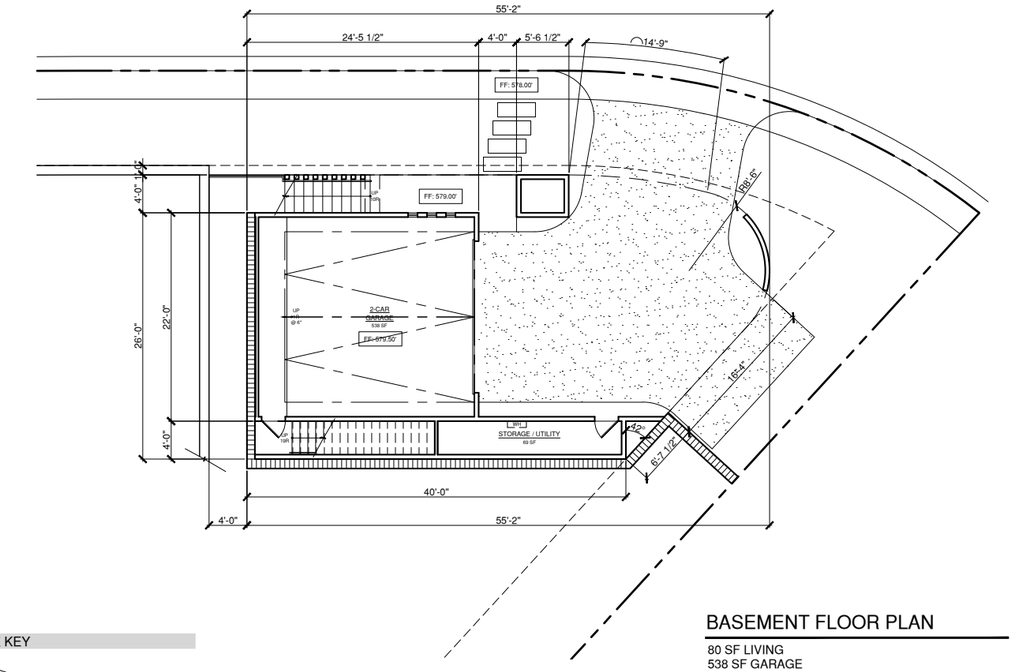
SOURCE: SLSD Inc. 2020

FIGURE **4.0-18**

Meridian Consultants

Unit F Floor Plan

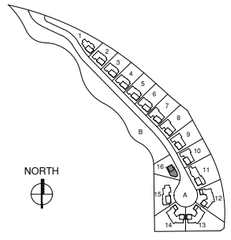
273-001-19



BASEMENT FLOOR PLAN

80 SF LIVING
538 SF GARAGE

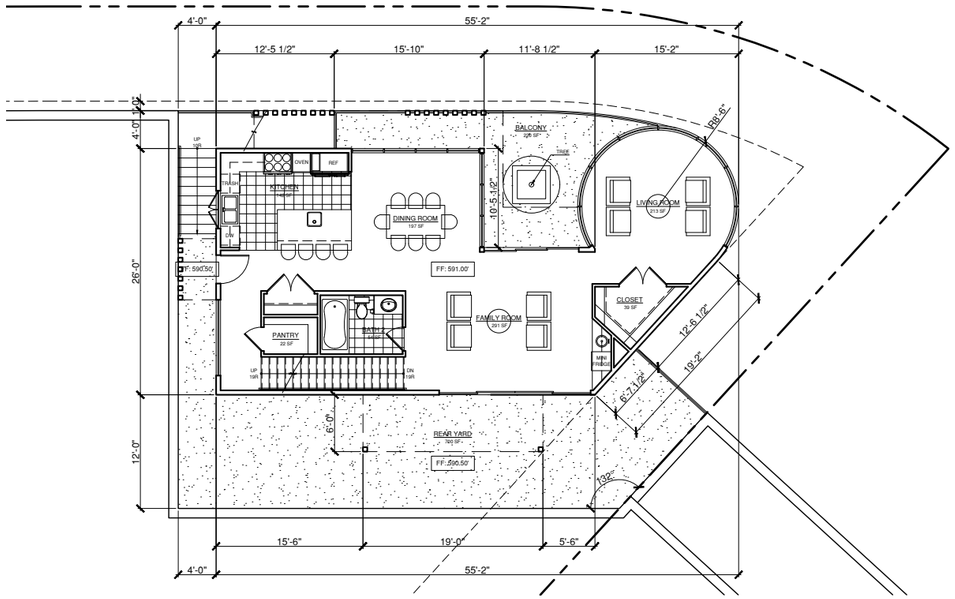
SITE KEY



UNIT G FLOOR PLANS - 2,435 SF

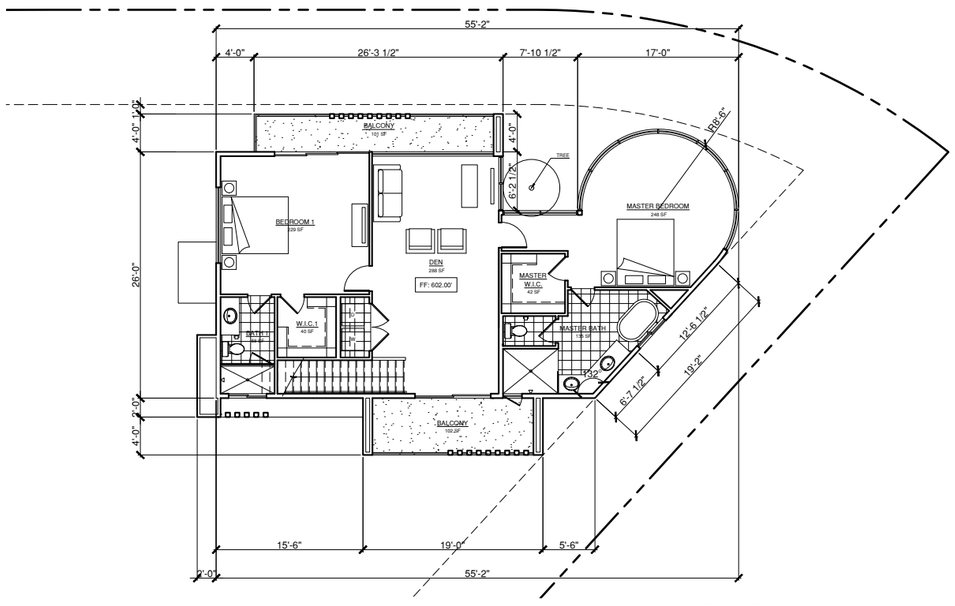
0 10 20 40

APPROXIMATE SCALE IN FEET



1ST FLOOR PLAN

1,138 SF LIVING



2ND FLOOR PLAN

1,217 SF LIVING

SOURCE: SLSD Inc. 2020

FIGURE **4.0-19**

Meridian Consultants

Unit G Floor Plan

273-001-19

1. SWISS COFFEE EXTERIOR PLASTER SMOOTH FINISH
2. BROWN FIBER CEMENT SIDING
3. GREY TEXTURED STONE VENEER
4. SECTIONAL GARAGE DOOR
5. DARK BRONZE ALUMINUM THERMALLY CONTROLLED WINDOWS & PATIO DOORS
6. DARK GREY FLAT CANOPY
7. VERTICAL WOOD SLATS
8. GLASS PANEL BALCONY WITH STAINLESS STEEL RAILING
9. LIGHT GREY FIBER CEMENT PANELS

FRONT ELEVATION TYPICAL

1. SWISS COFFEE EXTERIOR PLASTER SMOOTH FINISH
2. BROWN FIBER CEMENT SIDING
3. GREY TEXTURED STONE VENEER
4. SECTIONAL GARAGE DOOR
5. DARK BRONZE ALUMINUM THERMALLY CONTROLLED WINDOWS & PATIO DOORS
6. DARK GREY FLAT CANOPY
7. VERTICAL WOOD SLATS
8. GLASS PANEL BALCONY WITH STAINLESS STEEL RAILING
9. LIGHT GREY FIBER CEMENT PANELS

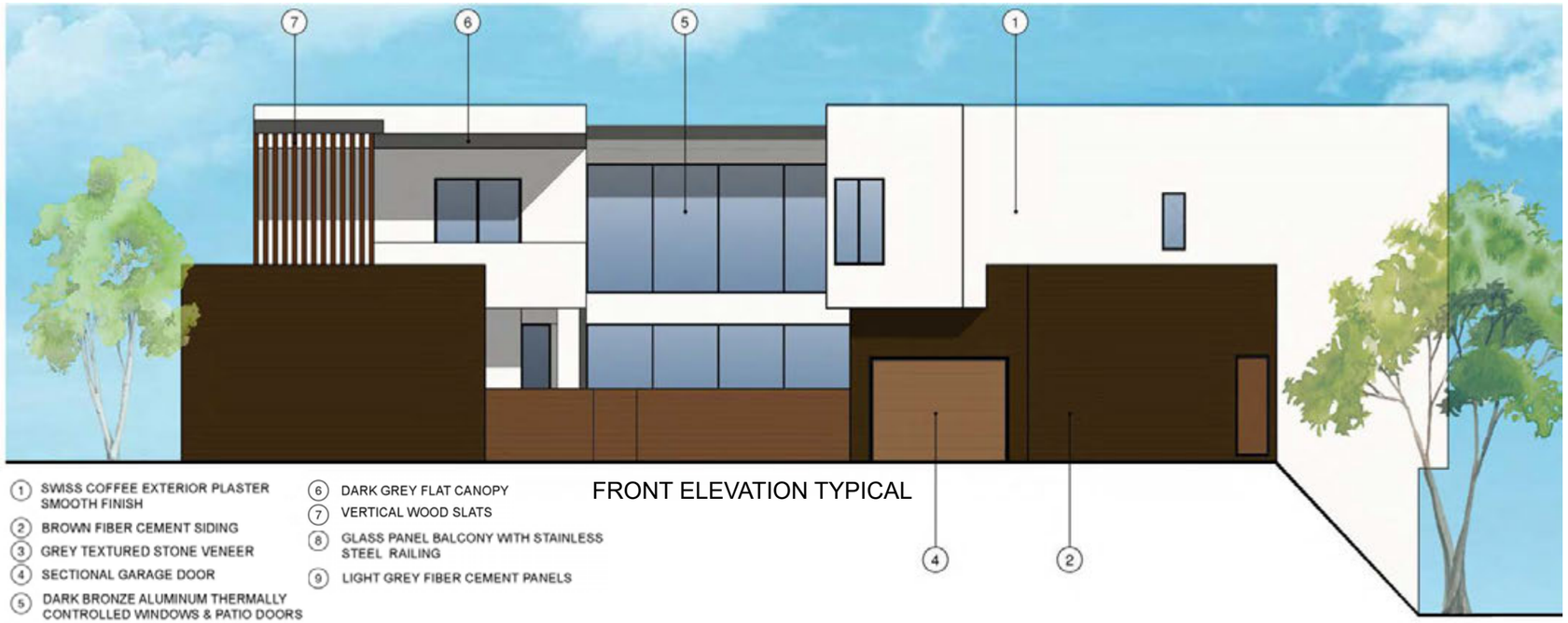
REAR ELEVATION TYPICAL

SOURCE: SLSD Inc. 2020

FIGURE **4.0-20**

Meridian Consultants

Typical Building Materials Unit B Example



1. SWISS COFFEE EXTERIOR PLASTER SMOOTH FINISH
2. BROWN FIBER CEMENT SIDING
3. GREY TEXTURED STONE VENEER
4. SECTIONAL GARAGE DOOR
5. DARK BRONZE ALUMINUM THERMALLY CONTROLLED WINDOWS & PATIO DOORS
6. DARK GREY FLAT CANOPY
7. VERTICAL WOOD SLATS
8. GLASS PANEL BALCONY WITH STAINLESS STEEL RAILING
9. LIGHT GREY FIBER CEMENT PANELS

FRONT ELEVATION TYPICAL

1. SWISS COFFEE EXTERIOR PLASTER SMOOTH FINISH
2. BROWN FIBER CEMENT SIDING
3. GREY TEXTURED STONE VENEER
4. SECTIONAL GARAGE DOOR
5. DARK BRONZE ALUMINUM THERMALLY CONTROLLED WINDOWS & PATIO DOORS
6. DARK GREY FLAT CANOPY
7. VERTICAL WOOD SLATS
8. GLASS PANEL BALCONY WITH STAINLESS STEEL RAILING
9. LIGHT GREY FIBER CEMENT PANELS

REAR ELEVATION TYPICAL

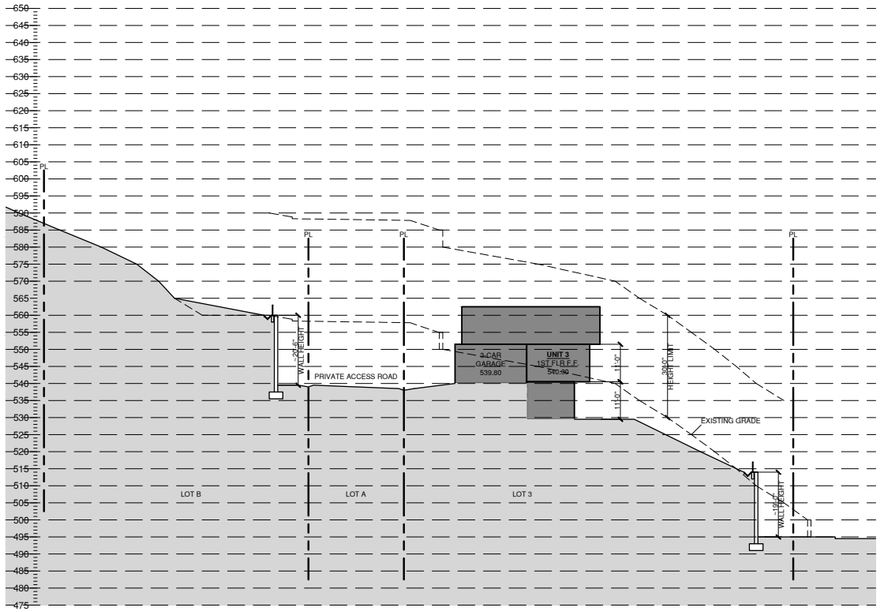
SOURCE: SLSD Inc. 2020

FIGURE **4.0-21**

Meridian Consultants

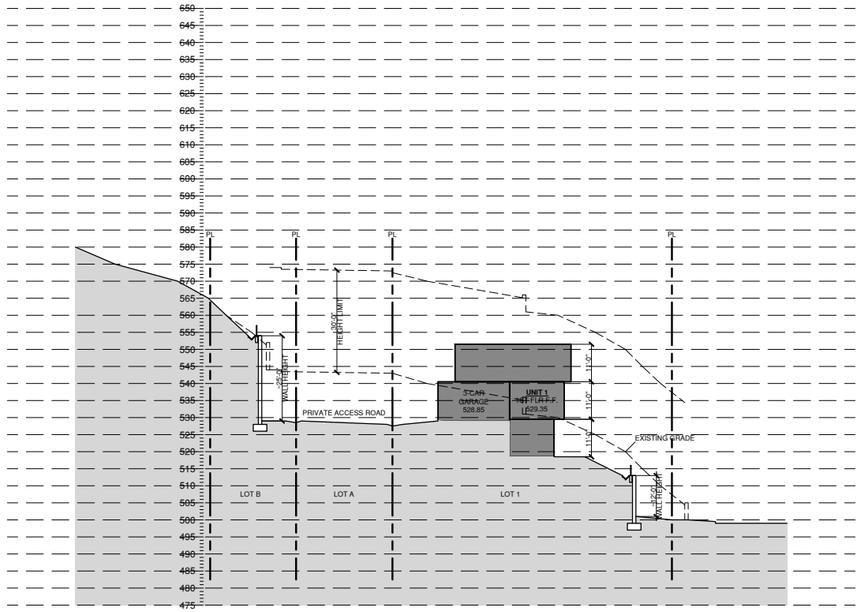
Typical Building Materials Unit E Example

273-001-19



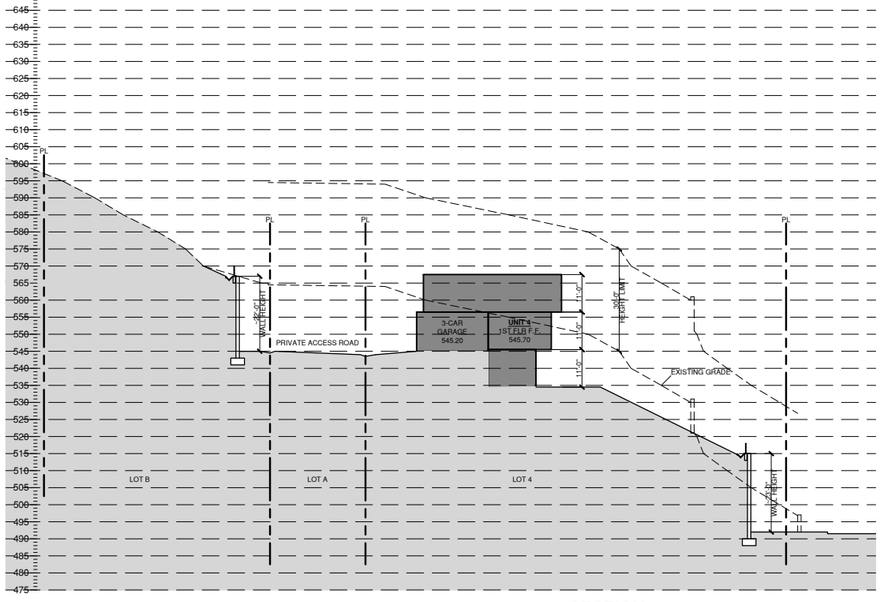
SECTION 3-3

SCALE: 1" = 20'-0"



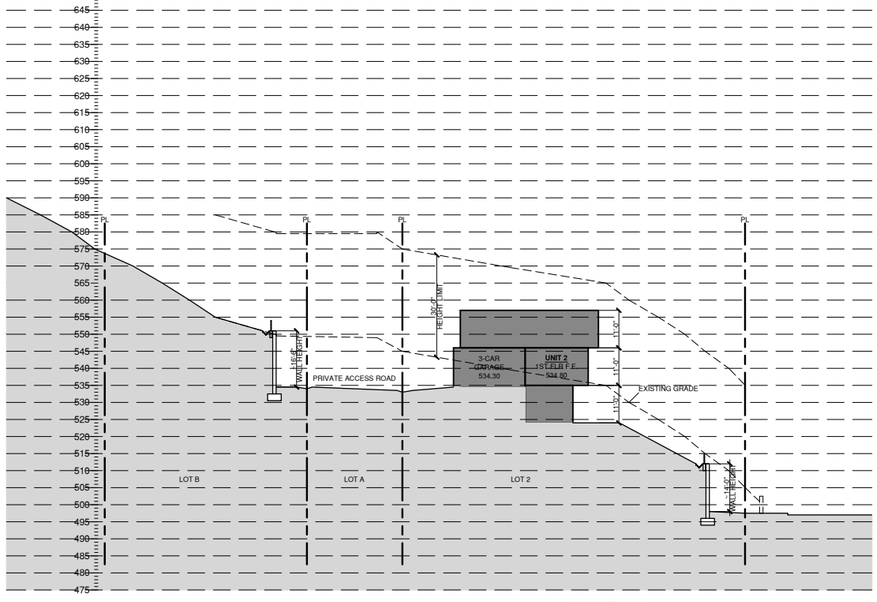
SECTION 1-1

SCALE: 1" = 20'-0"



SECTION 4-4

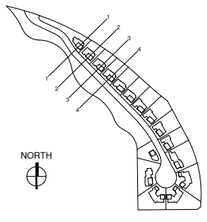
SCALE: 1" = 20'-0"



SECTION 2-2

SCALE: 1" = 20'-0"

SITE KEY



0 30 60 120

APPROXIMATE SCALE IN FEET

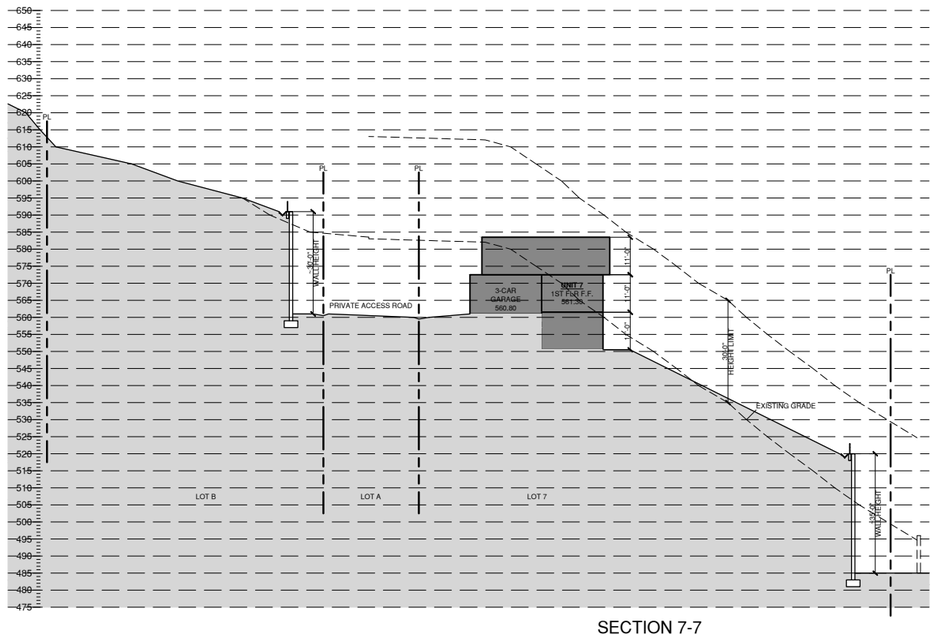
SOURCE: SLSD Inc. 2020

FIGURE **4.0-22**

Meridian Consultants

Elevations Lots 1-4

273-001-19



SECTION 7-7

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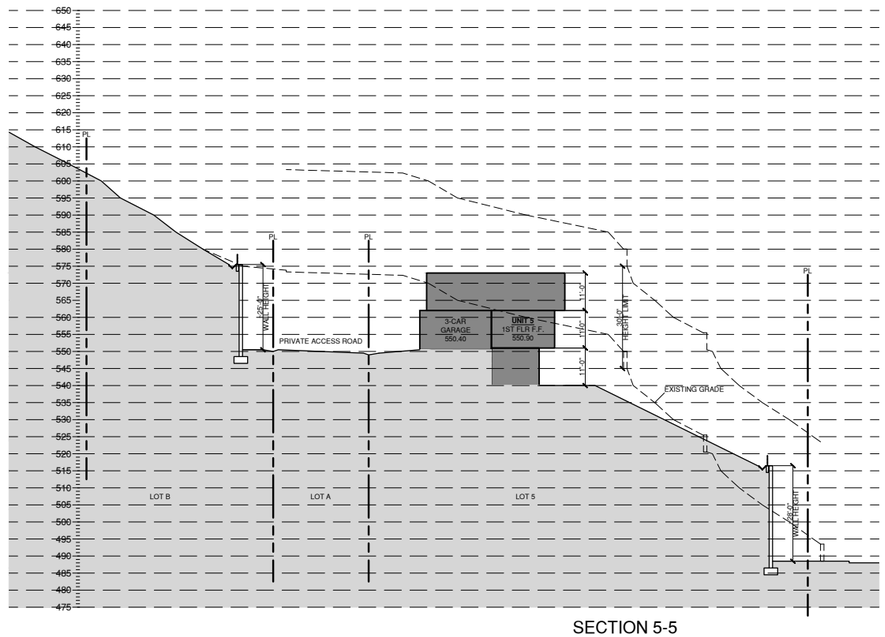

SECTION 5-5

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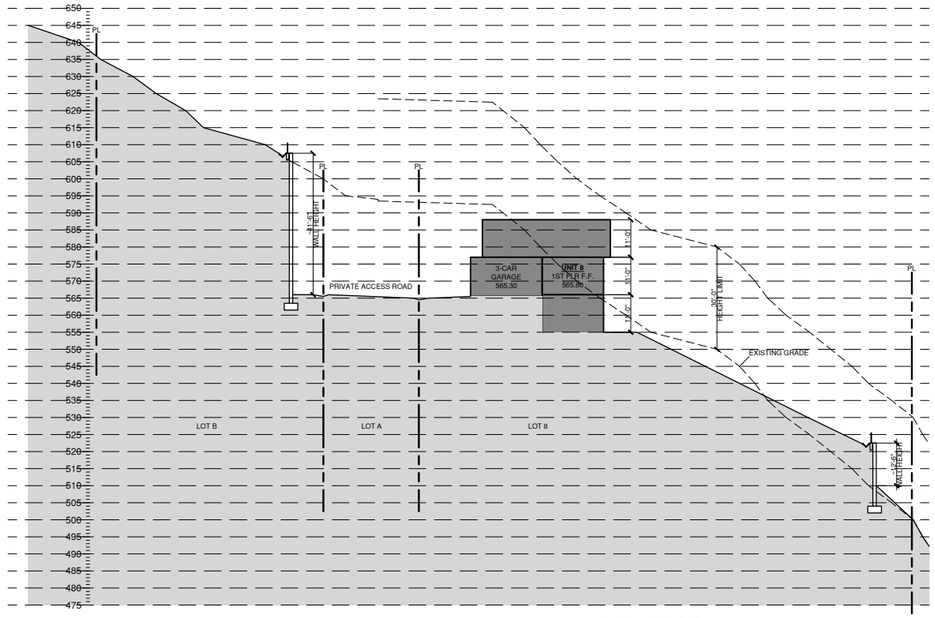

SECTION 8-8

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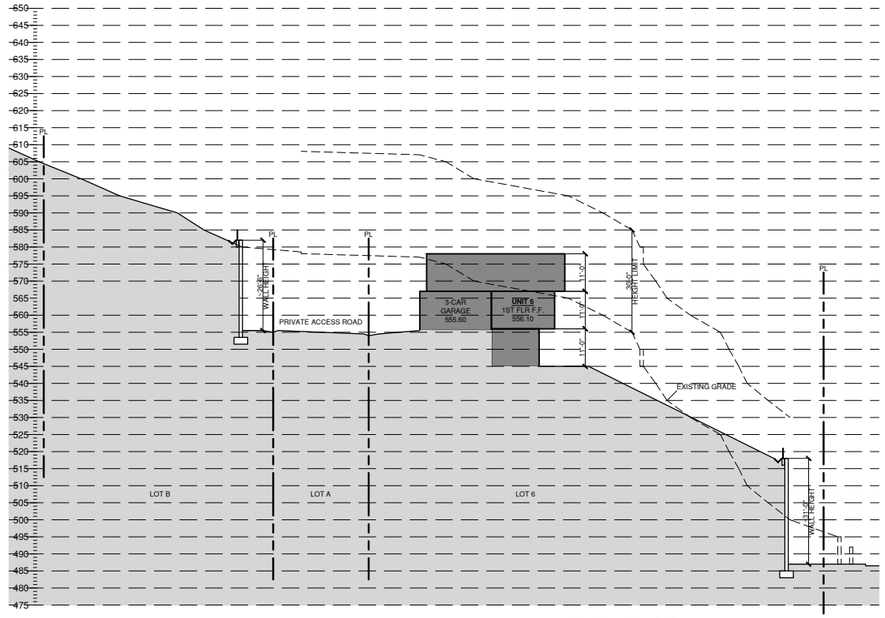
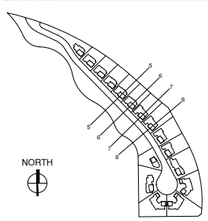


SECTION 6-6

SCALE: 1" = 20'-0"

SITE KEY



0 30 60 120

APPROXIMATE SCALE IN FEET

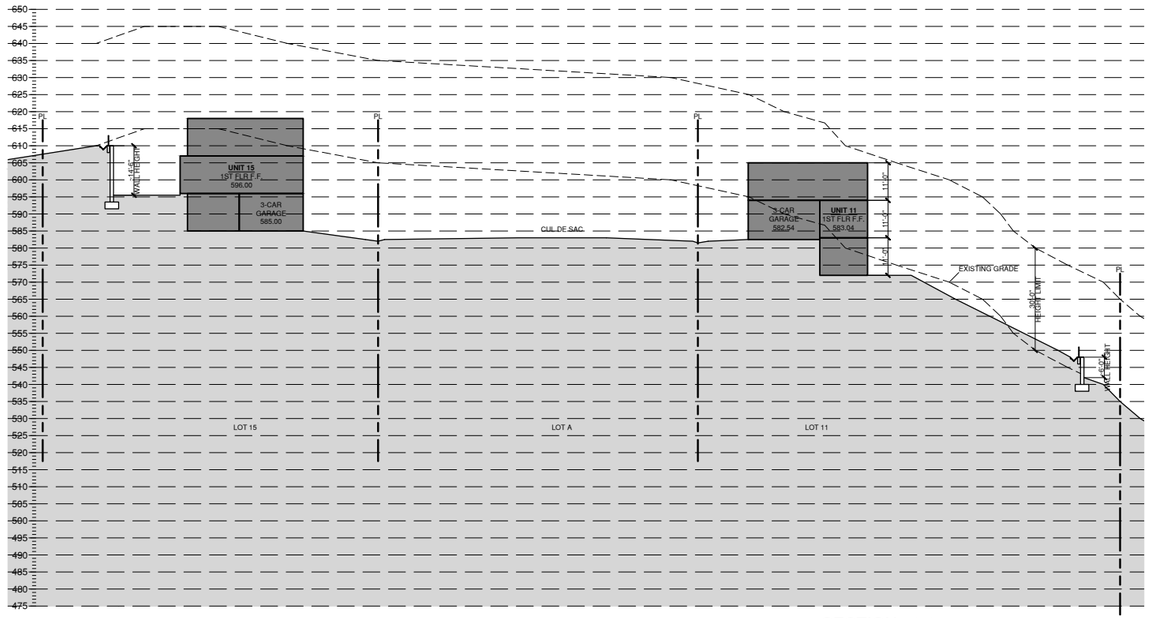
SOURCE: SLSD Inc. 2020

FIGURE **4.0-23**

Meridian Consultants

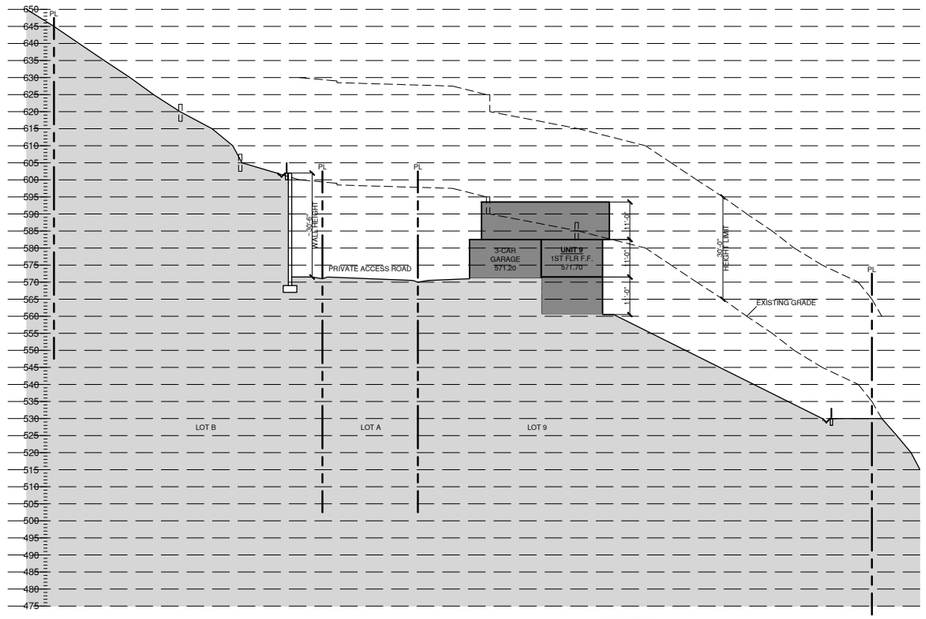
Elevations Lots 5-8

273-001-19



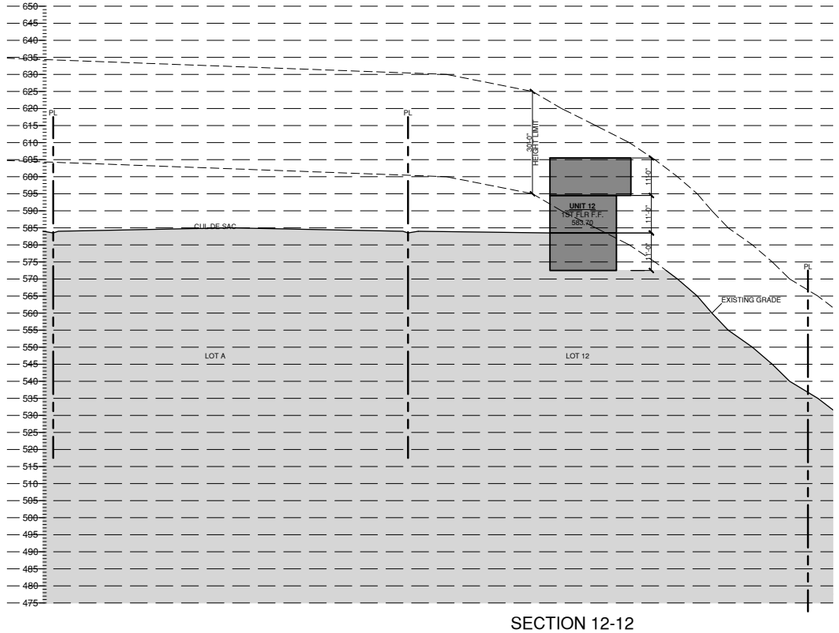
SECTION 11-11

SCALE: 1" = 20'-0"



SECTION 9-9

SCALE: 1" = 20'-0"



SECTION 12-12

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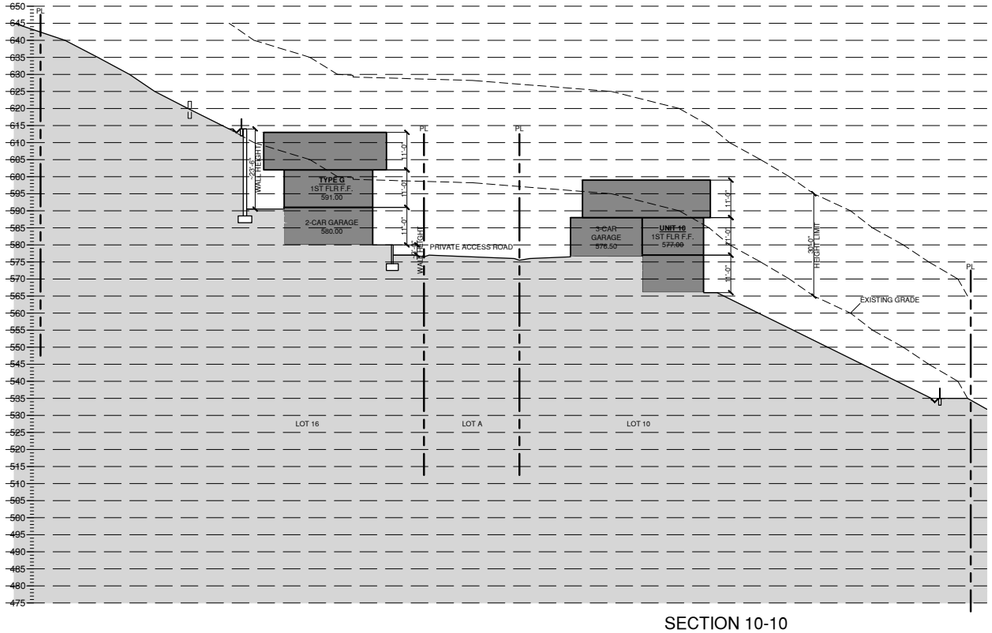
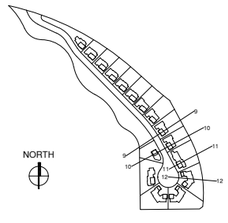


SECTION 10-10

SCALE: 1" = 20'-0"

SITE KEY



0 30 60 120

APPROXIMATE SCALE IN FEET

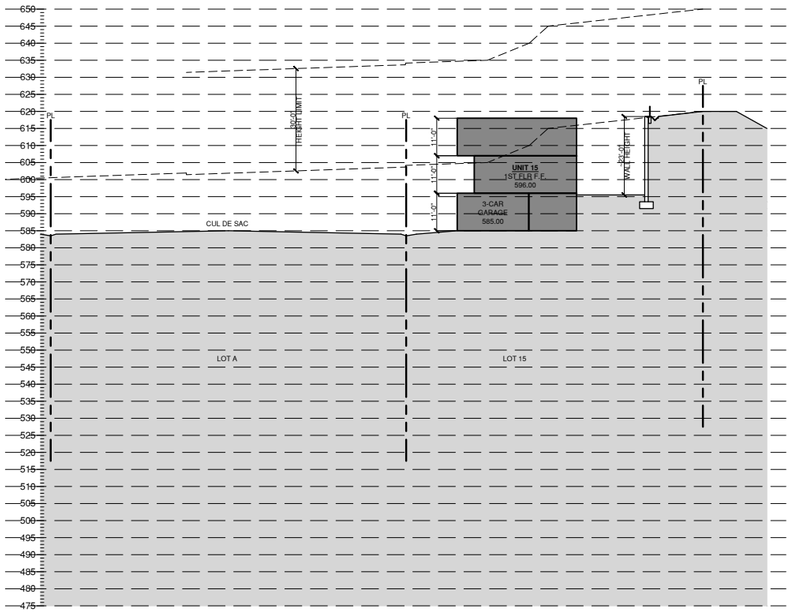
SOURCE: SLSD Inc. 2020

FIGURE **4.0-24**

Meridian Consultants

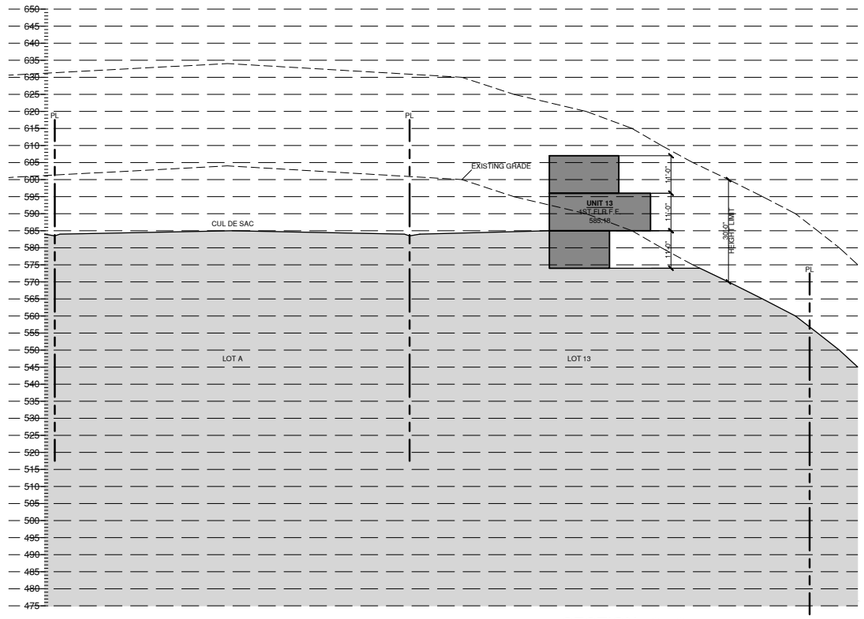
Elevations Lots 9-12

273-001-19



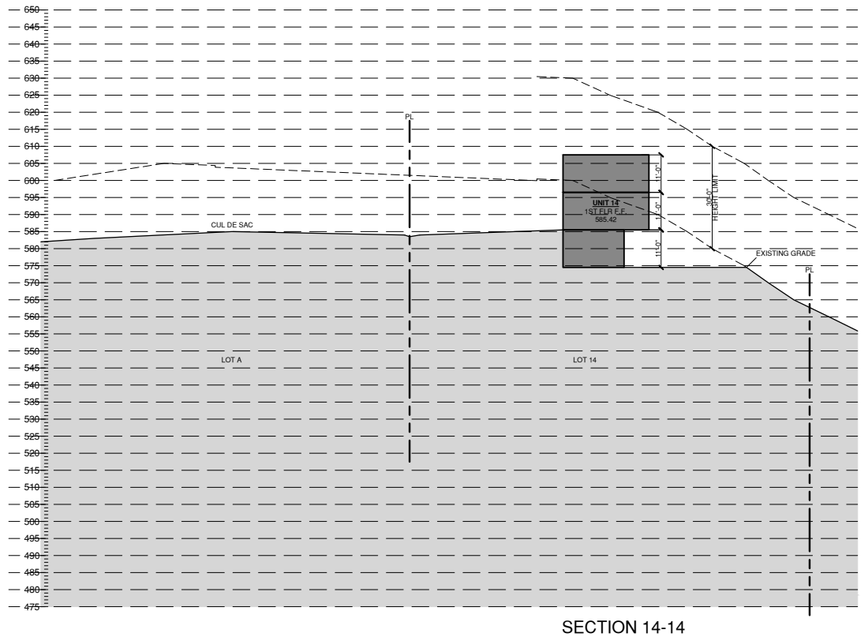
SECTION 15-15

SCALE: 1" = 20'-0"



SECTION 13-13

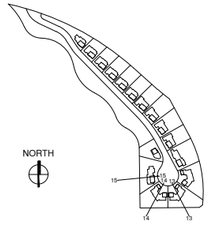
SCALE: 1" = 20'-0"



SECTION 14-14

SCALE: 1" = 20'-0"

SITE KEY



0 30 60 120

APPROXIMATE SCALE IN FEET

SOURCE: SLSD Inc. 2020

FIGURE **4.0-25**

Meridian Consultants

Elevations Lots 13-15

273-001-19

CONSTRUCTION

Grading and installation of the Project Site improvements would occur over approximately 36 months with construction of the 16 residences expected to be completed within three years following completion of the Project Site improvements. Grading of the lower portion of the Project Site[2] and construction of the Lower Site Retaining Wall is anticipated to begin in the 1st quarter of 2021 and be completed within 18 months. These activities, some of which would occur concurrently, include site clearing and demolition, which would occur over two months; grading over approximately 12 months; construction of the retaining wall and ground anchors over approximately five months; and landscaping over one month. Approximately 75,000 cy of soil and debris including the existing retaining walls will be excavated and hauled off the Project Site during the lower site 12-month grading period. The soil export would take place periodically, and not continuously, throughout this 12-month period, totaling approximately 150 total days (7 months). No soil import activities are anticipated.

Grading of the upper portion of the Project Site, construction of the Upper Site Retaining Wall, utilities, private driveway, and other Project Site improvements, is anticipated to begin in the 4th quarter of 2022 and be completed within 18 months. The construction of the residences would occur over the three following years, resulting in completion of development by the 3rd quarter of 2027. While many of these activities would also run concurrently, grading and construction of the Upper Site Retaining Wall would occur over approximately 14 months, installation of the utilities would occur over approximately 2 months, the private street would be constructed over approximately 2 months. Approximately 37,000 cy of soil will be excavated and hauled off the Project Site during the 14-month period needed for grading and construction of the retaining wall. The soil export would take place periodically, and not continuously, throughout this 14-month period, totaling approximately 120 total days (4 months). No soil import is anticipated.

Construction debris including the existing retaining walls, that can be recycled would be hauled to facilities in the San Gabriel Valley located approximately 15 miles from the Project Site in Irwindale or Monrovia, and soil and any debris that cannot be recycled would be hauled to Scholl Landfill, also approximately 15 miles from the Project Site. Debris would travel to the various facilities via a haul route east along West Garvey Avenue and would turn north to Atlantic Boulevard, connecting to the I-10. The same haul route will be used for "empty" debris truck trips or delivery trips. Construction activities would be performed in accordance with applicable Monterey Park Municipal Code (MPMC) regulations, which permit construction activities between 7:00 AM and 7:00 PM on weekdays, and between 9:00 AM and 6:00 PM on Saturdays, Sundays, and holidays. Project Site deliveries and staging of all equipment and materials

2 This area generally comprised of Lots 1-9

would be organized in the most efficient manner possible within the Project Site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Any temporary traffic lane closures, if required, will be reviewed and approved by the City to ensure conformance with City standards.

INTENDED USES OF THE EIR

This EIR is being prepared to serve as the environmental review document for the following discretionary actions required to implement the Project:

Specific Plan Approval: Approval of the specific plan for the 1688 West Garvey Avenue Residential Project (Specific Plan). The Specific Plan includes development standards and design guidelines to guide the development of the proposed single-family residences on the Project Site.

Zone Change: Zone change from zone R-3 (High Density Residential) to Specific Plan.

Vesting Tentative Map: Approval of the vesting tentative map (VTM) for the 17- Lot subdivision for residential and open space purposes.

Development Agreement: Agreement with the City regarding development of the 1688 West Garvey Avenue Residential Project.

5.0 ENVIRONMENTAL IMPACT ANALYSIS

The purpose of this section is to inform decision-makers and the public of the type and magnitude of the changes to the existing environment that would result from the Project. The following sections provide detailed discussion of the environmental setting for each topic addressed in this Draft EIR the analysis of the potential impacts of the Project, potential cumulative impacts, and measures to mitigate potential significant impacts to the fullest extent feasible.

The environmental topics evaluated in this EIR are as follows:

- Aesthetics
- Air Quality
- Biology
- Tribal Cultural Resources
- Geology and Soils
- Land Use and Planning
- Noise
- Transportation and Traffic

Impacts found to be less than significant in the Initial Study are further discussed in **Section 7.1: Effects Not Found to be Significant** of this Draft EIR.

This Draft EIR incorporates the latest available criteria thresholds outlined in the CEQA Guidelines Appendix G Checklist. These updated thresholds reflect the City's efforts to align with current directives and guidance provided by the Governor's Office of Planning and Research.

Please see **Section 8.0: Terms** for a glossary of terms, definitions, and acronyms used in this Draft EIR.

5.1 AESTHETICS

INTRODUCTION

This section of the Draft EIR provides an analysis of potential for the Project to result in adverse changes to the scenic quality of the Project Site and the surrounding area, including the potential for development of the Project to adversely affect views of the Project Site. Before preparing this Draft EIR, an Initial Study (see **Appendix A.3**) was prepared using the CEQA Guidelines Appendix G Environmental Checklist Form to assess potential environmental impacts associated with the aesthetics of the Project Site and Project. The Initial Study determined additional analysis of the following aesthetics topics were not required in this Draft EIR because impacts are less than significant. As demonstrated by the Initial Study, the following Initial Study topics related to aesthetics do not require additional analysis in this Draft EIR:

Whether the Project will substantially damage scenic resources, including, without limitation, trees, rock outcroppings, and historic buildings within a State scenic highway.

Whether the Project will create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

Though these aesthetics topics were already scoped out in the Initial Study, they are included in this section for purposes of information.

ENVIRONMENTAL SETTING

Existing Conditions

Visual Character

Project Site

The Project Site is located on a hill at approximately 600 feet AMSL and approximately 150 feet above the West Garvey Avenue and Abajo Drive intersection. The Project Site borders the south side of West Garvey Avenue and continues up a ridgeline. The southerly property line is located mid-slope with the ascending slope continuing to the adjacent residential development off of Sombrero Drive. Abajo Drive is located east of the Project Site and runs in a south-southwest direction.

The Project Site was previously graded to accommodate 31 single-family residential lots. Cut and fill slopes were built along with several retaining walls. As shown in **Figure 5.1-1: Project Site Photos A**, a private road (Goodview Drive) was constructed to access the previously approved residential lots located on both sides of the road. The upper portion of Goodview Drive ends on a cul-de-sac with the previously approved residential lots surrounding the cul-de-sac. As shown in **Figure 5.1-2: Project Site Photos B**, numerous

retaining walls and foundations were constructed for the planned homes along West Garvey Avenue. Two other existing retaining walls are also present on the Project Site: one adjacent to Goodview Drive near the entrance from West Garvey Avenue, which is approximately eight feet in height; and one along a portion of the eastern property line, starting from West Garvey Avenue and continuing up the slope, straddling the property line. Two crib walls, approximately 15 feet tall, were also constructed. A five-foot high cantilever retaining wall is also present along West Garvey Avenue, just outside the property line. As shown in **Figure 5.1-3: Surrounding Site Photos A** and **5.1-4: Surrounding Site Photos B**, adjacent to the Project Site, a series of retaining walls and slope stabilizers also exist along Abajo Drive, including batter boards and shotcrete slope. Another cantilever retaining wall, up to approximately 12 feet in height, is located mostly off-site along Abajo Drive, with a small portion located within the Project Site. A series of 24 piles, starting from 40 feet west of West Garvey Avenue and extending to the west for 205 feet, was constructed immediately behind a portion of this wall to stabilize the slope after slope failures occurred above this wall.

After partial development on the Project Site stopped in the 1980, slope failures occurred in 1982. A supplemental retaining wall was erected along a portion of West Garvey Avenue to contain some of these slope failures. This wall, constructed of steel beams and wood lagging, is about 200 feet long and 20 feet tall, and is still in place.

Currently, numerous erosion control measures are present on the Project Site, including plastic covered slope, straw wattles, sandbags, and drainage pipes, as shown in **Figures 5.1-1** through **5.1-4**. Above the Project Site, the slopes are covered in overgrown vegetation; however, there is scarce vegetation in the plastic-covered areas of the Project Site. The original retaining walls accounted for approximately 15,900 SF of visible retaining wall area. The existing sidewalk along the edge of the Project Site on West Garvey Avenue is unusable, as much of it is obstructed by the supplemental retaining wall and the soils behind it. The entry gate is in disrepair, and the private access road pavement is cracked and unmaintained.

Surrounding Uses

The Project Site is bordered by West Garvey Avenue on the north and east and Abajo Drive to the east and south, as shown in **Figure 4.0-1: Surrounding Uses** in **Section 4.0: Project Description** of this Draft EIR. One- and two-story single-family residences are located around the Project Site with two- to three-story multifamily residences east of the Project Site. The Abajo del Sol Senior Apartment complex, located southeast of the Project Site, is two stories over parking.

Figure 1: Retaining Wall at start of Goodview Road (looking from Goodview)

Figure 2: Goodview Drive Distress

SOURCE: Advanced Geotechnical Solutions, Inc. - April 2020

FIGURE **5.1-1**

Meridian Consultants

Project Site Photos A

Figure 3: Impact Wall
Looking from Above

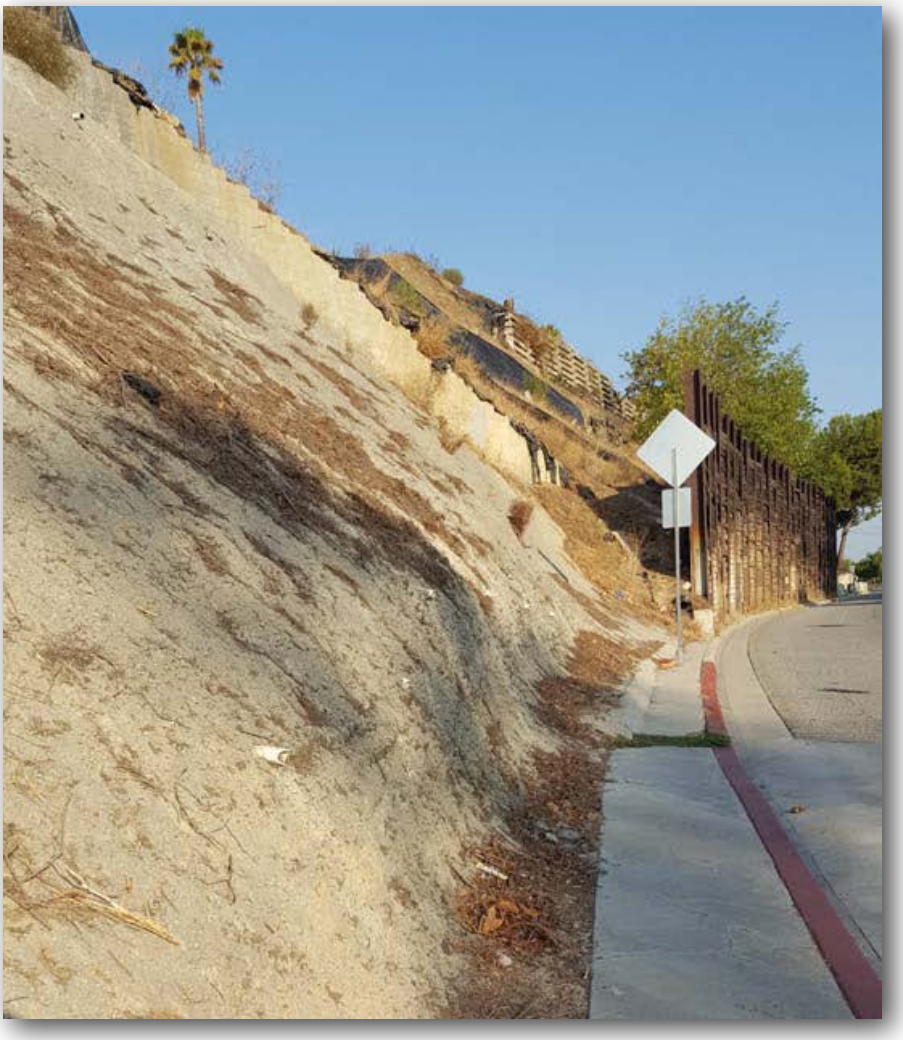


Figure 4: Impact Wall
Looking West on Garvey Avenue,
Offsite Shotcrete Slope to Left

SOURCE: Advanced Geotechnical Solutions, Inc. - April 2020

FIGURE **5.1-2**

Meridian Consultants

Project Site Photos B

Figures 5 and 6: Abajo Slope with Batter Boards

SOURCE: Advanced Geotechnical Solutions, Inc. - April 2020

FIGURE **5.1-3**

Meridian Consultants

Surrounding Site Photos A

Figures 7 and 8: Abajo Retaining Wall with Shotcrete Slope Below

SOURCE: Advanced Geotechnical Solutions, Inc. - April 2020

FIGURE **5.1-4**

Meridian Consultants

Surrounding Site Photos B

Scenic Vistas/Resources

Viewsheds

Viewsheds refer to the visual qualities of a geographical area that are defined by the horizon, topography, and other natural features that give an area its visual boundary and context. Viewsheds may also be defined by development that has become a prominent visual component of the area.

In the area surrounding the Project Site, existing viewsheds are defined primarily by the adjacent commercial, residential, and industrial land uses along West Garvey Avenue and Fremont Avenue. Public views are those which can be seen from vantage points that are publicly accessible, such as streets, freeways, parks, and vista points. These views are generally available to a greater number of persons than are private views. Private views are those that can be seen from vantage points located on private property. The protection of public views is emphasized under CEQA. The Monterey Park General Plan (General Plan) does not designate any scenic vistas within the City.[1]

Views of Project Site

While the Project Site is located on a hill, the areas directly surrounding the Project Site are slightly sloped and existing development reduces the visibility of the Project Site from many local streets near the Project Site. The Project Site is visible throughout various parts of the City and the City of Alhambra, with views of the reflective plastic sheeting on the slopes of the Project Site.

The Project Site is visible from up to approximately one-half mile east of the Project Site along West Garvey Avenue. The first photograph in **Figure 5.1-5: Existing Views A** shows the view of the Project Site approximately 0.30 miles east along Garvey Avenue at the border of the City of Monterey Park and the City of Alhambra. The second photograph in **Figure 5.1-5** shows the view of the Project Site approximately 0.30 miles east along West Mabel Avenue in the City of Monterey Park in the residential neighborhood to the east of the Project Site. As shown, the Project Site and the plastic sheeting on the slopes are visible from both of these areas.

The first photograph in **Figure 5.1-6: Existing Views B** shows the view of the Project Site approximately 0.12 miles northeast in the nearest residential neighborhood along Whitney Drive in the City of Alhambra. As shown, the Project Site is only partially visible from this location and most other locations near this location on Whitney Drive, including part of Fremont Avenue near the intersection of Whitney Drive. As shown in the second photograph in **Figure 5.1-6**, the Project Site and the plastic sheeting on the slopes

1 City of Monterey Park, *General Plan: Resources Element*, accessed on March 3, 2020.

are clearly visible from approximately 0.30 miles east of the Project Site along Sarazen Drive in the City of Alhambra.

Scenic Vistas

Panoramic views or vistas provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance. Panoramic views are usually associated with vantage points looking out over a section of an urban or natural area, which provides a geographical orientation not commonly available. Examples of panoramic views might include an urban skyline, valley, mountain range, the ocean, or other water bodies. The General Plan does not designate any scenic vistas within the City.[2] As discussed in greater detail below, there are no scenic vistas or scenic vista viewpoints located to the north, east, south, or west of the Project Site.

Light and Glare

Sources of light and glare currently existing within the area surrounding the Project Site are related to the existing streets and residential and commercial buildings. Currently, the Project Site does not contain any nighttime lighting. The plastic sheeting on the slopes of the Project Site, which is reflective in nature, is a source of low level glare from locations near the Project Site.

Regulatory Setting

Local

Monterey Park Urban Design Plan

The City's Urban Design Plan, included in the General Plan's Land Use Element, is intended to be a tool to achieve a sense of community and identity for residential areas and commercial districts within the City. The Urban Design Plan provides guidance for City decision-makers and staff, and identifies treatments for City Gateways; major entrances into the city and welcome visitors, shoppers, and citizens to Monterey Park, and Arterial Corridors; major streets that are paths of movement from which most residents and visitors experience the community. Monterey Pass Road is considered an arterial corridor, and the intersection of Garvey Avenue and Fremont Avenue/Monterey Pass Road is considered a secondary entry into the City.[3]

The City is in the process of updated its General Plan Land Use and Urban Design Element. An update to the General Plan Land Use and Urban Design Element was adopted by the City Council in June 2020 and is pending approval by the voters on November 3, 2020. If approved, the new Urban Design Plan will apply

2 City of Monterey Park, *General Plan: Resources Element*, accessed on March 3, 2020.
3 *Monterey Park General Plan*, Urban Design Plan Map, Figure LU-4.

to the Project. The pending Urban Design Plan emphasizes maintaining the quality and character of residential neighborhoods while ensuring safe, decent, and sanitary housing for residents; requiring infill development to be sensitive to neighborhood context and building form and scale; strengthening neighborhood identity with new development that is architecturally compatible with surrounding structures; promoting high-quality design.[4]

Monterey Park Municipal Code

Zoning regulations within Title 21 of the MPMC identify the uses allowed within each zoning district and defines development standards. MPMC section 21.08.080 defines development standards for residential zones including building height, setbacks, and the allowable height for retaining walls on individual residential lots. Two-story residential buildings with a height up to 30 feet, as measured from the existing grade, are allowed in the City's residential zoning districts. Variances in height of up to 6 feet may be granted. The allowed height for retaining walls on individual residential lots is 4 feet in front yards, and 6 feet inside and rear yards. In addition, section 21.36.030 of the MPMC includes the standards for design review approval.

4 City of Monterey Park, *General Plan: Land Use and Urban Design Element,* http://www.montereypark.ca.gov/1324/Revised-2040-Land-Use-Element, accessed August 28, 2020

Figure 1: View of the Project Site approximately 0.30 miles east along Garvey Avenue

Figure 2: View of the Project Site approximately 0.30 miles east along West Mabel Avenue

SOURCE: Google Earth - 2020

FIGURE **5.1-5**

Meridian Consultants

Existing Views A

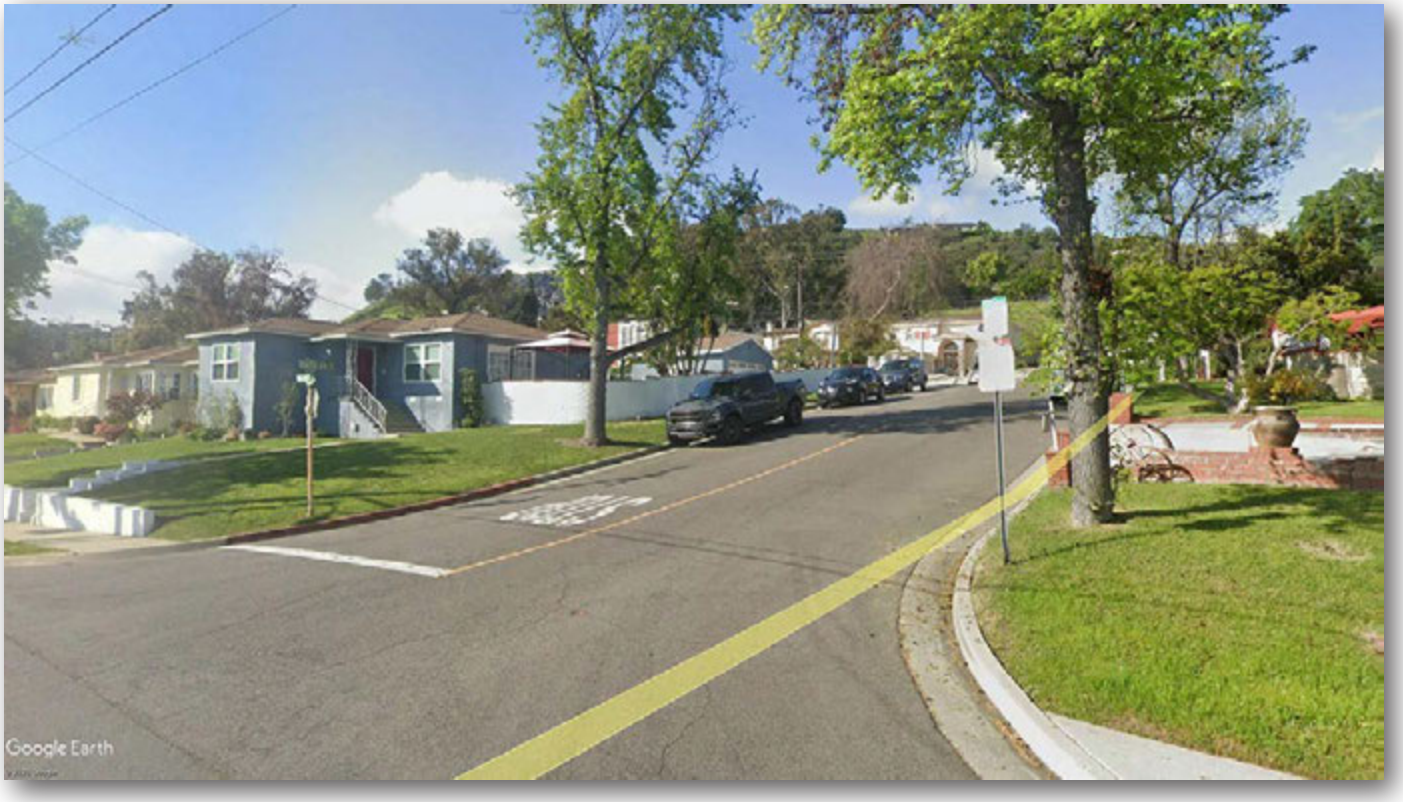


Figure 1: View of the Project Site approximately 0.12 miles northeast along Whitney Drive

Figure 2: View of the Project Site approximately 0.30 miles east along Sarazen Drive

SOURCE: Google Earth - 2020

FIGURE **5.1-6**

Meridian Consultants

Existing Views B

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, the City utilizes the CEQA Guidelines Appendix G Guidelines. Appendix G states that a project may be deemed to have an impact on aesthetics if it would:

Threshold 5.1-1: **Have a substantial adverse effect on a scenic vista.**

Threshold 5.1-2: **Substantially damage scenic resources, including, without limitation, trees, rock outcroppings, and historic buildings within a state scenic highway.**

Threshold 5.1-3: **In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, the project would conflict with applicable zoning and other regulations governing scenic quality.**

Threshold 5.1-4: **Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.**

Methodology

The analysis of aesthetics identifies the uses in the surrounding area, as well as any views in the vicinity of the Project Site. The discussion includes an analysis of the Project's height, massing, and design components, and the Project's compliance with the City's Urban Design Plan and MPMC.

Project Impact Analysis

Threshold 5.1-1: **Would the project have a substantial adverse effect on a scenic vista?**

A scenic vista generally provides focal views of objects, settings, or features of visual interest; or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. Scenic vistas are generally associated with public vantages. A significant impact may occur if the Project introduces incompatible visual elements within a field of view containing a scenic vista or substantially alters a view of a scenic vista. Examples of panoramic views might include an urban skyline, valley, mountain range, the ocean, or other water bodies.

Construction activities associated with the Project would not substantially affect existing scenic vistas of the distant San Gabriel Mountains. The Project Site and surrounding area are characterized by urban development, and the construction activities associated with development of the Project would not be of a scale, height, or density to substantially alter existing views available in the area. As discussed above, the General Plan does not designate any scenic vistas within the City. With respect to Project operation, views

of the proposed homes and site retaining walls would be consistent with existing visual characteristics of the residential development around the site and impacts with respect to scenic vistas would be less than significant.

Threshold 5.1-2: Substantially damage scenic resources, without limitation, trees, rock outcroppings, and historic buildings within a State scenic highway?

The Project Site has been previously graded and improved with a street for residential development but does not contain any existing buildings. Vegetation on the Project Site includes mostly native trees and shrubs on the upper portion, with a small mix of nonnative weeds and remnant landscape species. The lower portion of the Project Site is largely covered by plastic sheeting with some nonnative weedy species. These existing site features are not scenic resources. The nearest scenic highway is Interstate 210 (I-210) north of the City of Pasadena,[5] approximately six miles north of the Project Site, which is eligible for listing as a scenic highway. Views to and from I-210 are obstructed by the local topography and existing development. For these reasons, no impacts to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway would occur.

Threshold 5.1-3: In nonurbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

As described above, the existing Project Site is dilapidated and in disrepair, and current views of the Project Site from West Garvey Avenue and surrounding areas include the plastic sheeting and sandbags, as well as the steel and wood supplemental retaining wall. Retaining walls have failed over the years, and the sidewalk has been rendered unusable by fallen debris. Vegetation is overgrown, the on-site metal improvements are rusting, and the private access road pavement is cracked and unmaintained. Implementation of the Project would improve views of the Project Site by removing the existing remnants of the past slope failures and incomplete project development. The Project would also re-establish the existing sidewalk to allow for pedestrian access. The Project Site is located in an urbanized area and as discuss in **Section 5.4: Land Use**, would not conflict with any zoning or other regulations governing scenic quality. The Project would not result in any adverse effect on the existing scenic quality of the Site as it would develop the Site in a manner that would be visually compatible with surrounding development.

5 Caltrans, Scenic Highways, *Scenic Highway System Lists,* https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed March 3, 2020.

The Project would introduce 16 single-family residences on currently undeveloped land. All residential units would be two stories with a basement, as shown in **Figures 4.0-8** and **4.0-9** in **Section 4.0** of this Draft EIR. The overall elevation of the Project Site will be lowered to soften the appearance of the existing slopes on the site and reduce the length of the retaining walls on the Project Site compared to the existing condition.

The proposed development on the Project Site includes residences designed with a contemporary architectural design, as shown in **Figures 4.0-18** and **4.0-19** in **Section 4.0** of this Draft EIR. The proposed residential lots accommodate eight different floor plans, each of which varies in massing to ensure variety in the visual character of the residential units. All residences will have flat roofs with a unified visual character created by the materials, including exterior plaster, fiber cement siding and panels, textured stone veneer, colored aluminum frame doors and windows, vertical wood slats, balconies, and sectional garage doors. The residential units will be off-white with light and dark grey panels and brown wooden slats and door and window frames. The Specific Plan would allow two-story residences with a basement. These figures illustrate building heights and massing that would be developed with the implementation of the Project. As shown in **Figures 4.0-5** and **4.0-6** in **Section 4.0** of this Draft EIR, the design would be further unified by the landscaping.

The Project would be visually consistent with the low-density residential areas located along Sombrero Drive to the south, Fremont Avenue to the northeast, and Abajo Drive located directly east of the Project Site. The Specific Plan will address all of the development standards which the proposed Project would be consistent with.

The proposed Specific Plan would allow the installation of two new retaining walls to stabilize the slopes on the Project Site consisting of a lower retaining wall below the houses and an Upper Site Retaining Wall above the private drive. The lower retaining wall would be set back from the property line to provide an area for landscaping. This retaining wall will range in height from less than 2 feet tall at its lowest point to approximately 42 feet at its tallest point near the corner of Garvey Avenue and Abajo Drive. The elevation at the top of the retaining wall at its highest point would be approximately 521 feet AMSL. This is about 9 feet lower in elevation than the top of the hillside retaining wall development in 1978-79 and about 34 feet lower than the top of the existing hillside retaining wall on the upper portion of the Project Site. The new Upper Site Retaining Wall would be approximately 45 feet tall at its tallest point. The Lower Site Retaining Wall would be more visible than the upper retaining wall, as it is along West Garvey Avenue.

Trees would be planted along the base of both retaining walls to screen views of these walls in a manner that would minimize the visibility of these walls from West Garvey Avenue and other locations near the Project Site.

Additionally, the Specific Plan would require the Lower Site Retaining wall along West Garvey Avenue to include a natural-looking finish. The Specific Plan identifies options for the treatment of this wall to minimize the visual impact of this wall as visible from West Garvey Avenue and other locations as shown in **Figure 4.0-4: Site Retaining Wall Finish Options** in **Section 4.0, Project Description**. The finishes allowed include a sculpted and stained rock finish, a quarry finish with score lines, acid etching and/or sandblasting, or a landscaped finish with vines planted at the base of the wall that would grow up the wall. No further City approval of the wall finish will be required so long as the Lower Site Retaining Wall substantially conforms with the options in the Specific Plan. The Lower Site Retaining Wall will include one of the finish options described in the Specific Plan with trees planted along West Garvey Avenue and other landscaping at the base of the wall.

The Specific Plan would require the Upper Site Retaining Wall to include a landscaped finish with trees planted in front of the wall and vines planted at the base of the wall that would grow up the wall.

With the requirements in the proposed Specific Plan for landscaping in front of both the Lower and Upper Site Retaining Walls and for a natural-looking finish on the Lower Retaining Wall the impact of these retaining walls on the scenic quality of the surrounding area as visible from West Garvey Avenue and other locations would be less than significant.

The Specific Plan addresses the design topics identified in the City's Design Review process. As described above, Section 21.36.060 of the MPMC includes the standards for design review approval. Standards (A), (B), and (C) below apply to the Project. Standard (D), addressing signs, is not applicable to the Project as no signs are proposed.

(A) The architecture and mass of new buildings and structures and modifications of existing buildings and structures are compatible and in keeping with the character of the neighborhood and not detrimental to the general welfare of the neighborhood in which they are located.

(B) The design and architecture reflects the values of the community; enhances the surrounding environment; and harmonizes with its surroundings.

(C) The landscaping provides a visually pleasing setting for structures on the site.

The Project is consistent with these standards addressing the architectural design and mass of the new residences and use of landscaping to create a pleasing visual setting for these residences. The grading would lower the overall elevation of the Project Site, which would soften the appearance of the existing slopes on the Project Site and reduce the length of the retaining walls on the Project Site compared to the existing walls.

The Specific Plan would allow the development of 16 three-story residences, with most of the lower level of each residential unit built into the hillside to reduce the visibility of the lower level of each residence. The residential units would have a contemporary architectural style, with flat roofs, variations in massing and consistent materials and colors.

The Master Landscape Plan includes trees, shrubs, and groundcover that would be planted along West Garvey Avenue. Graded slopes would be hydroseeded with a grass and native wildflower mix. Paperback trees would be planted along West Garvey Avenue. Cape Rush shrubs would be planted at the base of the trees. Australian willows would be planted on the hillside along West Garvey Avenue between the proposed single-family homes and the lower retaining wall. A native fescue hydroseed mix and a California native wildflower mix would act as hillside groundcover. Yellow Lantana flowering groundcover would be planted to drape over the lower retaining wall. Overall, a unified design character would be created that would enhance and harmonize with the surrounding area. The Project would not conflict with applicable zoning and other regulations governing scenic quality, and impacts would be less than significant.

Threshold 5.1-4: Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Sources of light and glare currently existing within the area surrounding the Project Site are related to the existing streets and residential and commercial buildings. Currently, the Project Site does not contain any nighttime lighting.

Minimal security lighting would be used during construction. Upon Project completion, the Project lighting would be similar in intensity, character, and coverage as existing light sources in the surrounding residential neighborhoods. The Project would include light sources typical of residential uses such as lighting along walkways and driveways, along landscaped areas, and exterior residential lighting. The Proposed Project will be required to conform to MPMC § 21.08.080, which regulates lighting.

Additionally, as shown in **Figure 5.1-7: Typical Building Materials Unit B Example** and **Figure 5.1-8: Typical Building Materials Unit E Example**, a majority of building materials would consist of plaster, cement, wood, and thermally controlled windows which would all result in minimal glare. Accordingly, impacts to day and nighttime views in the area would be less than significant.

1. SWISS COFFEE EXTERIOR PLASTER SMOOTH FINISH
2. BROWN FIBER CEMENT SIDING
3. GREY TEXTURED STONE VENEER
4. SECTIONAL GARAGE DOOR
5. DARK BRONZE ALUMINUM THERMALLY CONTROLLED WINDOWS & PATIO DOORS
6. DARK GREY FLAT CANOPY
7. VERTICAL WOOD SLATS
8. GLASS PANEL BALCONY WITH STAINLESS STEEL RAILING
9. LIGHT GREY FIBER CEMENT PANELS

FRONT ELEVATION TYPICAL

1. SWISS COFFEE EXTERIOR PLASTER SMOOTH FINISH
2. BROWN FIBER CEMENT SIDING
3. GREY TEXTURED STONE VENEER
4. SECTIONAL GARAGE DOOR
5. DARK BRONZE ALUMINUM THERMALLY CONTROLLED WINDOWS & PATIO DOORS
6. DARK GREY FLAT CANOPY
7. VERTICAL WOOD SLATS
8. GLASS PANEL BALCONY WITH STAINLESS STEEL RAILING
9. LIGHT GREY FIBER CEMENT PANELS

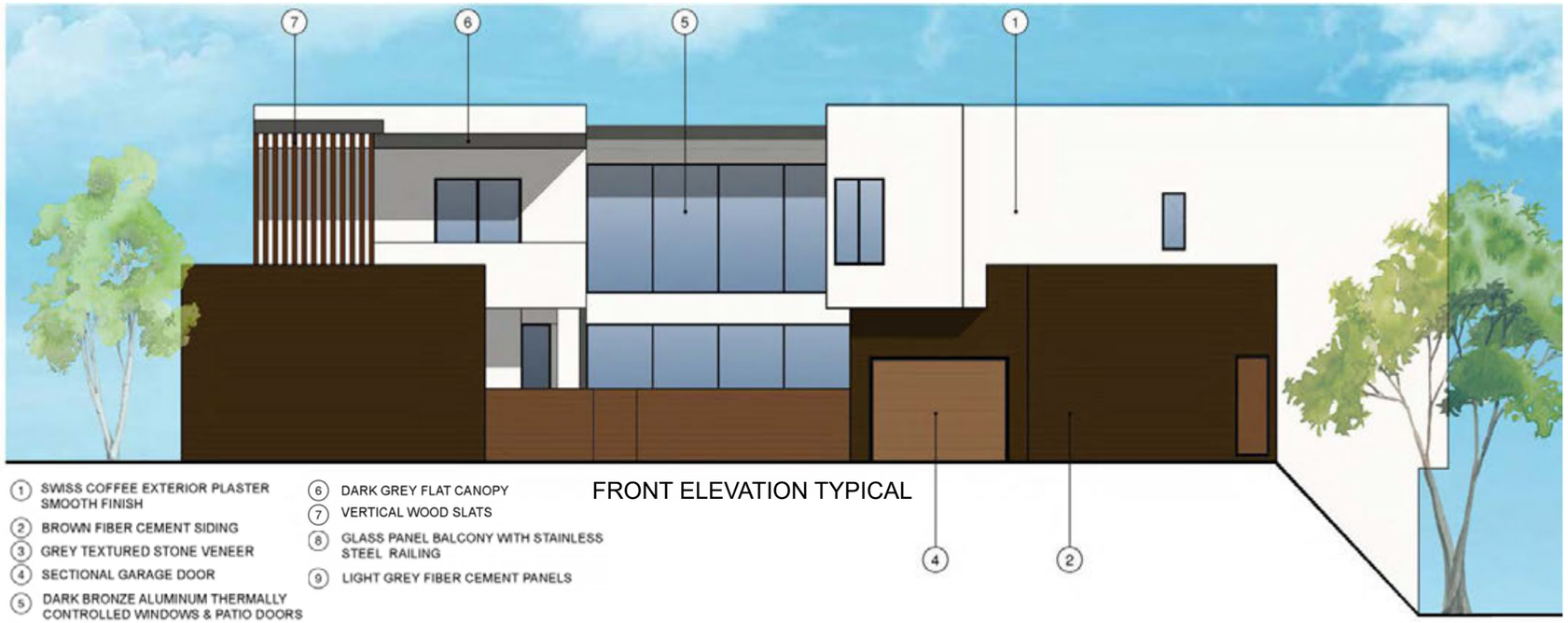
REAR ELEVATION TYPICAL

SOURCE: SLSD Inc. 2020

FIGURE **5.1-7**

Meridian Consultants

Typical Building Materials Unit B Example



1. SWISS COFFEE EXTERIOR PLASTER SMOOTH FINISH
2. BROWN FIBER CEMENT SIDING
3. GREY TEXTURED STONE VENEER
4. SECTIONAL GARAGE DOOR
5. DARK BRONZE ALUMINUM THERMALLY CONTROLLED WINDOWS & PATIO DOORS
6. DARK GREY FLAT CANOPY
7. VERTICAL WOOD SLATS
8. GLASS PANEL BALCONY WITH STAINLESS STEEL RAILING
9. LIGHT GREY FIBER CEMENT PANELS

FRONT ELEVATION TYPICAL

1. SWISS COFFEE EXTERIOR PLASTER SMOOTH FINISH
2. BROWN FIBER CEMENT SIDING
3. GREY TEXTURED STONE VENEER
4. SECTIONAL GARAGE DOOR
5. DARK BRONZE ALUMINUM THERMALLY CONTROLLED WINDOWS & PATIO DOORS
6. DARK GREY FLAT CANOPY
7. VERTICAL WOOD SLATS
8. GLASS PANEL BALCONY WITH STAINLESS STEEL RAILING
9. LIGHT GREY FIBER CEMENT PANELS

REAR ELEVATION TYPICAL

SOURCE: SLSD Inc. 2020

FIGURE **5.1-8**

Meridian Consultants

Typical Building Materials Unit E Example

273-001-19

CUMULATIVE IMPACTS

The geographic context for the analysis of cumulative impacts related to scenic quality of the surrounding area would include the cumulative development projects located within view of the Project Site. There are no scenic vistas that could be impacted in the surrounding area. Projects located in such a position that they would not be visible from the Project Site or to which the Project would not be visible will not normally have a potential to combine with the Project to create a cumulative impact on visual character.

As previously stated in **Section 3.0: Environmental Setting**, there are eight related development projects within the general vicinity of the Project Site. Most of these projects would not be visible from the Project Site following development due to both distance and intervening structures. The closest such project is located approximately 0.6 miles to the northeast of the Project Site at 808 West Garvey Avenue. However, as with the Project, the related projects are subject to applicable development standards and environmental review. Development of the related projects is expected to occur in accordance with adopted plans and regulations, which would result in individual review of the scenic quality of each project, to ensure consistency with applicable design standards and compatibility with neighboring land uses. In addition, similar to the Project, the related projects would be required to submit a landscape plan to the City for review and approval. Therefore, although development of the Project in combination with these related projects would result in a general intensification of land uses in an already urbanized area of the City, the related projects along with the Project would not result in a significant cumulative impact with respect to scenic vistas or scenic quality.

MITIGATION MEASURES

No significant impact to scenic vistas or the scenic quality of the Project Site or the surrounding area would occur from implementation of the Project. For this reason, no mitigation measures would be required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts are less than significant and no mitigation is required.

5.2 AIR QUALITY

INTRODUCTION

This subsection of the EIR evaluates the potential air quality impacts of the Project during construction and occupation of the Project's residential units. This subsection also identifies the plans and policies developed to improve air quality conditions, as well as mitigation measures that address the Project's potential impacts. Emission modeling results for the Project are provided in **Appendix B: Air Quality Modeling Outputs**.

ENVIRONMENTAL SETTING

Background

The Project Site lies within the South Coast Air Basin (Basin) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The general region lies in the semi-permanent, high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The City, and Los Angeles County, are known to be in a local steppe climate, which is the region between the tropic and polar regions in the middle latitudes associated with cool winters and warm summers. The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds.

Air pollutant emissions within the Basin are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack at an individual facility. Area sources are widely distributed over a geographic area and are made up of multiple sources, such as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, parking lots, and some consumer products. Mobile sources consisting of emissions from motor vehicles, including tailpipe and evaporative emissions are classified as either on-road or off-road. On-road sources are vehicles that may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

The United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) designate air basins where air pollution levels exceed the State or federal ambient air quality standards (AAQS) as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, an area is considered

"unclassified." Federal nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. The federal and State standards have been set at levels considered safe to protect public health, including the health of "sensitive" populations, such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

Air pollution can affect the health of both adults and children. Some receptors are considered more sensitive to air pollutants than others, because of preexisting health problems, proximity to the emissions source, or duration of exposure to air pollutants. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality related health problems than the general public. Residential areas are also considered sensitive to poor air quality because people in residential areas are often at home for extended periods. Recreational land uses are moderately sensitive to air pollution because of the vigorous exercise associated with recreational land uses having a high demand on respiratory system functions. The adverse health effects associated with air pollution are diverse and include cardiovascular effects, respiratory effects, cancer, reproductive effects, neurological effects, and other health outcomes.[1]

Criteria Air Pollutants

Criteria air pollutants are those for which federal and State standards have been established. The criteria air pollutants that are most relevant to current air quality planning and regulation in the Basin include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), and lead (Pb). In addition, volatile organic compounds (VOC) and toxic air contaminants (TACs) are a concern in the Basin but are not classified under AAQS. The characteristics of each of these pollutants are briefly described below.

The State and federal AAQS attainment statuses in the Basin for each of the criteria pollutants are summarized in **Table 5.2-1: Ambient Air Quality Standards and Attainment Status**. Under the federal standards, the Basin is currently designated as nonattainment relative to the O_3, Pb,[2] and $PM_{2.5}$ standards. NO_2, CO, SO_2, and PM_{10} are classified as in attainment or unclassified under federal standards. Under the State standards the Basin is currently designated as nonattainment relative to the O_3, PM_{10}, and $PM_{2.5}$ thresholds. NO_2, CO, SO_2, and Pb are in attainment under State standards.

1 SCAQMD, 2016 Air Quality Management Plan, Appendix I: Health Effects (March 2017) , https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-i.pdf?sfvrsn=14.

2 Pb is currently designated as Partial Nonattainment. Specifically, only the Los Angeles County portion of Basin is in nonattainment for near-source monitors. It is expected to be redesignated to attainment based on current monitoring data.

Table 5.2-1
Ambient Air Quality Standards and Attainment Status

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Nonattainment	—	Nonattainment
	8-hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)	
Nitrogen Dioxide (NO_2)	Annual Arithmetic mean	0.03 ppm (57 µg/m^3)	Attainment	0.053 ppm (100 µg/m^3)	Unclassified/ Attainment
	1-hour	0.18 ppm (339 µg/m^3)		0.100 ppm (188 µg/m^3)	
Carbon Monoxide (CO)	8 hours	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Unclassified/ Attainment
	1 hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)	
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	Attainment	0.075 ppm	Attainment
	24 hours	0.04 ppm		—	
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	—	Nonattainment
	Rolling 3-month average	—		0.15 µg/m^3	
Respirable Particulate Matter (PM_{10})	24 hours	50 µg/m^3	Nonattainment	150 µg/m^3	Attainment
	Annual arithmetic mean	20 µg/m^3		—	
Fine Particulate Matter ($PM_{2.5}$)	24 hours	—	Nonattainment	35 µg/m^3	Nonattainment
	Annual arithmetic mean	12 µg/m^3		12 µg/m^3	

Source: California Air Resources Board website at: https://www.arb.ca.gov/research/aaqs/aaqs2.pdf (accessed January 2019) and CARB, "Area Designations Maps/State and National," http://www.arb.ca.gov/desig/adm/adm.htm [).
Note: ppm = parts per million.

Ozone (O_3)

O_3 is a highly reactive and unstable gas that is formed when reactive organic gases (ROGs), sometimes referred to as VOC, and nitrogen oxides (NOx), byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

Individuals exercising outdoors, as well as children and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered the most susceptible groups for ozone effects. Short-term exposures (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in high ozone communities.

Ozone exposure under exercising conditions is known to increase the severity of the observed responses mentioned above. Animal studies suggest that exposures to a combination of pollutants that include ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Carbon Monoxide (CO)

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike O_3 which forms as a result of a photochemical reaction, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes.

Reduction in birth weight and impaired neurobehavioral development has been observed in animals chronically exposed to CO resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels. These include pre-term births and heart abnormalities. Additional research is needed to confirm these results.

Nitrogen Dioxide (NO_2)

NO_2 is a reddish-brown, highly reactive gas that is formed in the ambient air through the oxidation of nitric oxide (NO). NO_2 is also a byproduct of fuel combustion. The principle form of NO_2 population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy individuals. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these groups.

In animals, exposure to levels of NO_2 considerably higher than ambient concentrations result in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of O_3 and NO_2.

Particulate Matter (PM_{10} and $PM_{2.5}$)

A consistent correlation between elevated ambient respirable and fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life span, and an increased mortality from lung cancer.

Daily fluctuations in fine particulate matter concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter. The elderly, people with pre-existing respiratory or cardiovascular disease and children appear to be more susceptible to the effects of PM_{10} and $PM_{2.5}$.

Sulfur Dioxide (SO_2)

SO_2 is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

A few minutes exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.

Animal studies suggest that despite SO_2 being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO_2 levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor.

Most of the health effects associated with fine particles and SO_2 at ambient levels are also associated with SO_4. Thus, both mortality and morbidity effects have been observed with an increase in ambient SO_4 concentrations. However, efforts to separate the effects of SO_4 from the effects of other pollutants have generally not been successful. Clinical studies of asthmatics exposed to sulfuric acid suggest that adolescent asthmatics are possibly a subgroup susceptible to acid aerosol exposure. Animal studies suggest that acidic particles, such as sulfuric acid aerosol and ammonium bisulfate, are more toxic than non-acidic particles like ammonium sulfate. Whether the effects are attributable to acidity or to particles remains unresolved.

Lead (Pb)

Pb occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne Pb in the Basin. The use of leaded gasoline is no longer permitted for on-road motor vehicles, so the majority of such combustion emissions are associated with off-road vehicles, such as racecars. However, because leaded gasoline was emitted in large amounts from vehicles when leaded gasoline was used for on-road motor vehicles, Pb is present in many urban soils and can be resuspended in the air. Other sources of Pb include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and the use of secondary lead smelters. Pb is also found in lead-based paint, which is considered to be a health hazard for people, especially children. From the turn of the century through the 1940s, paint manufacturers used lead as a primary ingredient in many oil-based paints. Use of lead in paint decreased but was still used until 1978, when it was banned from residential use. Remodeling, renovations, or demolition activities in older buildings could disturb lead-based paint surfaces.

Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence levels. In adults, increased lead levels are associated with increased blood pressure.

Lead poisoning can cause anemia, lethargy, seizures and death. It appears that there are no direct effects of lead on the respiratory system. Lead can be stored in the bone from early-age environmental exposure, and elevated blood lead levels can occur due to the breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of lead because of previous environmental lead exposure of their mothers.

Volatile Organic Compounds (VOCs)

VOC means any compound of carbon, excluding carbon monoxide, carbon dioxide (CO_2), carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions and thus, is a precursor of ozone formation. VOC emissions often result from the evaporation of solvents in architectural coatings. ROGs are any reactive compounds of carbon, excluding methane, CO, CO_2 carbonic acid, metallic carbides or carbonates, ammonium carbonate, and other exempt compounds. ROG emissions are generated from the exhaust of mobile sources.[3] Both VOC and ROGs are precursors to ozone and the terms can be used interchangeably.[4]

Toxic Air Contaminants (TACs)

TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above, but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TACs can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular).

CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California.[5] Diesel Particulate Matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the State as a TAC in 1998. DPM has historically been

3 SCAQMD, Appendix A: Calculation Details for CalEEMod (October 2017) http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6.

4 Both VOC and ROGs are both precursors to ozone so they are summed in the CalEEMod report under the header ROG. For the purposes of comparing the ROG value to a VOC significance threshold, the terms can be used interchangeably.

5 The complete list of such substances is located at https://ww2.arb.ca.gov/resources/documents/toxic-air-contaminant-identification-reports, accessed February 2021.

used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 µm), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 µm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.[6]

To provide a perspective on the contribution that DPM has on the overall Statewide average ambient air toxics potential cancer risk, CARB evaluated risks from specific compounds using data from CARB's ambient monitoring network. CARB maintains a 21-site air toxics monitoring network, which measures outdoor ambient concentration levels of approximately 60 air toxics. CARB has determined that, of the top ten inhalation risk contributors, DPM contributes approximately 68 percent of the total potential cancer risk.[7]

Regulatory Setting

Federal

Clean Air Act

The United States Environmental Protection Agency (USEPA) is responsible for implementing portions of the Clean Air Act (CAA)[8] which regulates certain stationary and mobile sources of air emissions and other requirements. Charged with handling global, international, national, and interstate air pollution issues and policies, the USEPA sets national vehicle and stationary source emission standards; oversees the approval of all State Implementation Plans;[9] provides research and guidance for air pollution programs; and sets

6 CARB, Diesel and Health Research, accessed January 2019, https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

7 SCAQMD, "Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-IV)." (May 2015), accessed January 2019, http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf.

8 42 U.S.C § 7401, *et seq*.

9 A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain National AAQS. *See* 42 U.S.C. § 7410.

national AAQS (NAAQS).[10] NAAQS for the six common air pollutants (O_3, PM [PM_{10} and $PM_{2.5}$], NO_2, CO, Pb, and SO_2) are identified in the CAA.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA that are most applicable to the Project include Title I, Nonattainment Provisions, and Title II, Mobile Source Provisions.

The NAAQS were also amended in July 1997 to include an 8-hour standard for O_3 and to adopt a NAAQS for $PM_{2.5}$. The NAAQS were amended in September 2006 to include an established methodology for calculating $PM_{2.5}$ and to revoke the annual PM_{10} threshold. The CAA includes the following deadlines for meeting the NAAQS within the Basin: (1) 24-hour $PM_{2.5}$ by the year 2019, which has not been updated since the adoption of the 2016 AQMP and (2) 8-hour O_3 by the year 2024. In addition, more stringent area requirements now apply including implementation of Best Available Control Measures/Best Available Control Technology (BACM/BACT), a lower major source threshold (from 100 tons per year to 70 tons per year), and an update to the reasonable further progress (RFP) analysis.[11]

Federal Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy Policy and Conservation Act to serve the nation's energy demands and promote feasibly attainable conservation methods. This act established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards. The Corporate Average Fuel Economy (CAFE) standards reduce energy consumption by increasing the fuel economy of cars and light trucks. The NHTSA and USEPA jointly administer the CAFE standards. Congress has specified that CAFE standards must be set at the "maximum feasible level" with consideration given for: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need for the nation to conserve energy.

In response to *Massachusetts v. Environmental Protection Agency*,[12] the George W. Bush administration issued Executive Order No. 13432 in 2007, directing USEPA, the U.S. Department of Transportation (USDOT), and the U.S. Department of Energy (USDOE) to establish regulations that reduce emissions from

10 The NAAQS were set to protect public health, including that of sensitive individuals; for this reason, the standards continue to change as more medical research becomes available regarding the health effects of the criteria pollutants. The primary NAAQS define the air quality considered necessary, with an adequate margin of safety, to protect the public health.

11 SCAQMD, "Final 2016 Air Quality Management Plan" (2017), accessed January 2019, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15.

12 *Massachusetts v. Environmental Protection Agency* (2007) 549 U.S. 497.

motor vehicles, nonroad vehicles, and nonroad engines by 2008.[13] In 2009, the NHTSA issued a final rule regulating fuel efficiency for and GHG emissions from cars and light-duty trucks for model year 2011; in 2010, the USEPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.[14]

In 2010, President Obama issued a memorandum directing the USEPA, USDOT, USDOE, and NHTSA to establish additional standards regarding fuel efficiency and emission reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the USEPA and NHTSA proposed stringent, coordinated federal emission and fuel economy standards for model years 2017–2025 light-duty vehicles.[15] The final rule was adopted in 2012 for model years 2017–2021, and the USEPA issued augural standards for model year 2022 through 2025 following direction from the Obama Administration.[16]

In addition to the regulations applicable to cars and light-duty trucks described above, in 2016, the USEPA and NHTSA announced fuel economy and emissions standards for medium- and heavy-duty trucks for model years 2018–2027 (for certain trailers) and 2021–2027 (for semitrucks, large pickup trucks, vans, and all types and sizes of buses and work trucks). The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons, save vehicle owners fuels costs of about $170 billion, and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.[17]

State

The California CAA,[18] signed into law in 1988, requires all areas of the State to achieve and maintain the California AAQS (CAAQS) by the earliest practicable date.[19] CARB, a part of the California EPA, is responsible for the coordination and administration of both State and federal air pollution control programs within California. In this capacity, CARB conducts research, sets State ambient air quality standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer

13 US Government Publishing Office, Administration of George W. Bush, Accessed May 2020, https://www.gpo.gov/fdsys/pkg/WCPD-2007-05-21/pdf/WCPD-2007-05-21-Pg631.pdf.

14 USEPA, Regulations for Greenhouse Gas Emissions from Commercial Trucks & Buses, Accessed May 2020, https://www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-greenhouse-gas-emissions-commercial-trucks.

15 USEPA, Presidential Announcements and Letters of Support related to Greenhouse Gas Emissions, Accessed May 2020, https://www.epa.gov/regulations-emissions-vehicles-and-engines/presidential-announcements-and-letters-support-related.

16 USEPA, *Final Rule for Model Year 2017 and Later Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards*, Accessed May 2020, https://www.gpo.gov/fdsys/pkg/FR-2012-10-15/pdf/2012-21972.pdf.

17 USEPA, *Final Rule for Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles – Phase 2*, Accessed May 2020, https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-greenhouse-gas-emissions-and-fuel-efficiency.

18 California Air Resources Board (CARB), California Clean Air Act (1988), https://arb.ca.gov/bluebook/bb05/HEA[14]16/HEA_[14]_16.htm.

19 CARB, "CAAQS" (August 10, 2017), https://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm.

products, and various types of commercial equipment. As discussed previously, the SAFE Vehicle Rule holds national fuel efficiency standards for cars and light trucks at 2020 levels. It also repeals California's higher fuel efficiency standards, which allows California to address its unique air quality challenges (that also relate to public health, housing and equity). In short, the SAFE Vehicle Rule revokes California's authority to implement the Advanced Clean Cars and Zero-Emission Vehicle (ZEV) mandates.[20] CARB also sets fuel specifications to further reduce vehicular emissions and the CAAQS currently in effect for each of the criteria pollutants, as well as for other pollutants recognized by the State. The CAAQS are more stringent than the NAAQS.

Air Quality and Land Use Handbook

CARB published the *Air Quality and Land Use Handbook*[21] on April 28, 2005 to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

California Code of Regulations

The California Code of Regulations (CCR) includes regulations that pertain to air quality emissions. Specifically, 13 Cal. Code of Regs. § 2485 limits idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction to 5 minutes at any location. Additionally, 17 Cal. Code of Regs. § 93115 requires operation of any stationary, diesel-fueled, compression-ignition engines meet specified fuel and fuel additive requirements and emission standards.

Sierra Club v. County of Fresno

In the case of *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502 regarding the proposed Friant Ranch

20 The SAFE Vehicle Rule is currently the subject of pending litigation brought by the State of California and suspended by executive order.

21 CARB, Air Quality and Land Use Handbook: A Community Perspective (April 2005), https://www.arb.ca.gov/ch/handbook.pdf.

project, the California Supreme Court acknowledged an explanation of the connection between an individual project's pollutant emissions in excess of thresholds and human health effects may not be possible given the current state of environmental science modeling. However, the California Supreme Court concluded that the *Friant Ranch* Project EIR must explain, in a manner reasonably calculated to inform the public, the scope of what is and is not yet known about the effect of the Project's significant and unavoidable air quality impacts on human health.

In response to the *Friant Ranch* decision, a description of adverse health effects from pollutants is provided above. Moreover, as shown in **Table 5.2-6** and **Table 5.2-7** below, the Project would not exceed the mass daily construction or operational SCAQMD thresholds, and the Project would not result in a significant and unavoidable air quality impact. Accordingly, an analysis of health impacts from regional air quality emissions generated by the Project is not necessary.

Regional

South Coast Air Quality Management District

SCAQMD shares responsibility with CARB for ensuring that all State and federal ambient air quality standards are achieved and maintained over an area of approximately 10,743 square miles. This area includes all of Orange County and Los Angeles County (except for the Antelope Valley), the nondesert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County.

The Project lies within the jurisdiction of the SCAQMD, and compliance with SCAQMD rules and guidelines is required. SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the Basin and has divided the Basin into 38 source receptor areas (SRAs) in which 38 monitoring stations operate. The Project Site is located within SRA 11, which covers the South San Gabriel Valley area. SCAQMD, in coordination with the Southern California Association of Governments (SCAG), is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the Basin. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as "nonattainment" of the national and/or CAAQS. The term "nonattainment area" is used to refer to an air basin in which one or more AAQS are exceeded.

The SCAQMD approved a Final 2016 AQMP on March 3, 2017.[22] The 2016 AQMP includes transportation control measures developed by SCAG from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), as well as the integrated strategies and measures needed to meet the

22 SCAQMD, "Final 2016 Air Quality Management Plan" (2016), http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp.

NAAQS. The 2016 AQMP demonstrates attainment of the 1-hour and 8-hour ozone NAAQS as well as the latest 24-hour and annual $PM_{2.5}$ standards.

Under the CAA, SCAQMD has adopted federal attainment plans for Pb and PM_{10}. The SCAQMD reviews projects to ensure that they would not: (1) cause or contribute to any new violation of any air quality standard; (2) increase the frequency or severity of any existing violation of any air quality standard; or (3) delay the timely attainment of any air quality standard or any required interim emission reductions or other milestones of any federal attainment plan.

The SCAQMD is responsible for limiting the amount of emissions that can be generated throughout the Basin by various stationary, area, and mobile sources. Specific rules and regulations have been adopted by the SCAQMD Governing Board. These rules and regulations limit the emissions that can be generated by various uses or activities and identify specific pollution reduction measures, which must be implemented in association with various uses and activities. These rules not only regulate the emissions of the federal and State criteria pollutants, but also toxic air contaminants and acutely hazardous materials. The rules are also subject to ongoing refinement by SCAQMD.

Among the SCAQMD rules applicable to the Project are Rule 212 (Standards for Approving Permits and Issuing Public Notice), Rule 403 (Fugitive Dust), Rule 1113 (Architectural Coatings), Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities), Rule 1401 (New Source Review of Toxic Air Contaminants), and Regulation XIII (New Source Review). Rule 212 states that the Executive Officer has the power to deny a Permit to Construct or Permit to Operate based on standard operating procedures and required notifications. Rule 403 requires the use of stringent best available control measures to minimize PM_{10} emissions during grading and construction activities. Rule 1113 requires reductions in the VOC content of coatings, with a substantial reduction in the VOC content limit for specified types of coatings. Compliance with SCAQMD Rule 1403 requires that the owner or operator of any demolition or renovation activity to have an asbestos survey performed before demolition and provide notification to the SCAQMD before commencing demolition activities. Rule 1401 requires limits for maximum individual cancer risk, cancer burden, and noncancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants. Regulation XIII requires new on-site facility nitrogen dioxide emissions to be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion such as boilers, emergency generators, and water heaters).

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties, and addresses regional issues relating to transportation, the economy, community

development, and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and State air quality requirements, including the Transportation Conformity Rule[23] and other applicable federal, State, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and State air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Basin. With regard to future growth, SCAG's RTP/SCS provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the 2016–2040 RTP/SCS are based on projections in county and city "General Plans." These growth projections were utilized in the preparation of the air quality forecasts and consistency analysis included in the 2016 AQMP.

Local

City of Monterey Park Resource Element

As part of the General Plan, the City adopted a Resource Element which focuses on the conservation and enhancement of open spaces, historic resources, water resources, and air quality. As stated in the Resource Element, the City's primary air pollution source is vehicle emissions from cars and trucks using City streets and the surrounding freeways.[24] Though the City has no direct ability to manage programs for emissions control, it supports the efforts of the SCAQMD to improve regional air quality and has enacted measures that can help reduce the generation of air pollutants in the City. Goal 5.0 of the Resource Element calls for improving air quality for future generations of City residents supported by a variety of policies addressing the integration of air quality planning with land use and transportation planning. Such policies include expanding transit opportunities, encouraging land uses that promote a pedestrian environment, encouraging alternative fuels in City vehicles, and improving traffic flow within the City.

Existing Conditions

Topography, Climate, and Meteorology

Basin climate increases the potential to create air pollution problems. Sinking, or subsiding, air from the Pacific high pressure system creates a temperature inversion (known as a subsidence inversion), which acts as a lid to vertical movement of air masses and dispersion of pollutants. The lower bound of this inversion at any given time is known as the "mixing height." Restricted maximum mixing heights are 3,500

23 USDOT FHA, Transportation Conformity Rule, https://www.fhwa.dot.gov/environment/air_quality/conformity/rule.cfm, accessed June 2020.

24 *City of Monterey Park General Plan*, "Resource Element," accessed March 2020.

feet above sea level or less. Weak summertime pressure gradients suppress winds and further limit horizontal dispersion of pollutants in the mixed layer below the subsidence inversion. Poorly dispersed anthropogenic (human-made) emissions, combined with strong sunshine, lead to photochemical reactions that create ozone (O_3) in this surface layer. Daytime onshore air flow (i.e., sea breeze) and nighttime offshore flow (i.e., land breeze) are quite common in Southern California. The sea breeze helps to moderate daytime temperatures and leads to air pollutants being blown out to sea at night and returning to land the following day.

Most of the precipitation occurs as rain during the winter months, although rain showers are common during the summer in higher-elevation desert areas. Average annual precipitation is approximately 19 inches and temperatures reach 90 degrees Fahrenheit 100 days of the year on average. August daily highs average 95 degrees Fahrenheit while daily lows average 64 degrees Fahrenheit. January typically exhibits average daily highs of 68 degrees Fahrenheit and average daily lows of 43 degrees Fahrenheit.

Local Air Quality

As previously mentioned, SCAQMD has divided its jurisdictional territory of the Basin into 38 SRAs, most of which have monitoring stations that collect air quality data. These SRAs are designated as they represent similar local meteorological, terrain, and air quality conditions within the particular geographical area. These geographical areas include urbanized regions, interior valleys, coastal areas, and mountains. Regionally, the predominant wind directions are from the southwest or west-southwest.

The Project Site is located in South San Gabriel Valley SRA (SRA 11). The nearest air monitoring station SCAQMD operates is located at 1630 North Main Street in the City of Los Angeles,[25] approximately 4.5 miles west of the Project Site. This station presently monitors pollutant concentrations of ozone, CO, PM_{10} and $PM_{2.5}$. **Table 5.2-2: Air Quality Monitoring Summary** summarizes published monitoring data from 2016 through 2018, the most recent 3-year period available. The data shows that during the past few years, the region has exceeded the O_3, PM_{10}, and $PM_{2.5}$ standards.

25 SCAQMD, *Site Survey Report for Los Angeles (Central)-North Main Street,* AQS ID 060371103, accessed March 2020, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan/aaqmnp-losangeles.pdf?sfvrsn=16.

Table 5.2-2
Air Quality Monitoring Summary

Air Pollutant	Average Time (Units)	2016	2017	2018
Ozone (O_3)	State Max 1 hour (ppm)	0.103	0.116	0.098
	Days > CAAQS threshold (0.09 ppm)	2	6	2
	National Max 8 hour (ppm)	0.078	0.086	0.073
	Days > NAAQS threshold (0.075 ppm)	4	14	4
	State Max 8 hour (ppm)	0.078	0.086	0.074
	Days > CAAQS threshold (0.07 ppm)	4	16	4
Carbon monoxide (CO)		—	—	—
Nitrogen dioxide (NO_2)	National Max 1 hour (ppm)	0.065	0.081	0.070
	Days > NAAQS threshold (0.100 ppm)	0	0	0
	State Max 1 hour (ppm)	0.064	0.080	0.070
	Days > CAAQS threshold (0.18 ppm)	0	0	0
Respirable particulate matter (PM_{10})	National Max (µg/m3)	64.0	64.6	68.2
	National Annual Average (µg/m3)	25.8	25.7	30.2
	Days > NAAQS threshold (150 µg/m3)	0	0	0
	State Max (µg/m3)	74.6	96.2	81.2
	State Annual Average (µg/m3)	—	—	34.0
	Days > CAAQS threshold (50 µg/m3)	21	40	31
Fine particulate matter ($PM_{2.5}$)	National Max (µg/m3)	44.3	54.9	61.4
	National Annual Average (µg/m3)	11.7	12.0	12.8
	Days > NAAQS threshold (35 µg/m3)	2	6	6
	State Max (µg/m3)	49.4	61.7	65.3
	State Annual Average (µg/m3)	12.0	16.3	16.0

Source: CARB, iADAM: Air Quality Data Statistics.
Note: (—) = Data not available.

Surrounding Land Uses

The Project Site is located in an urbanized area of the City, surrounded by a mix of residential, commercial, light industrial, and institutional uses. Major highways and freeways within the Project Site include the I-10 Freeway and the I-710 Freeway. Garvey Avenue is a major east–west arterial roadway that runs adjacent to the Project Site.

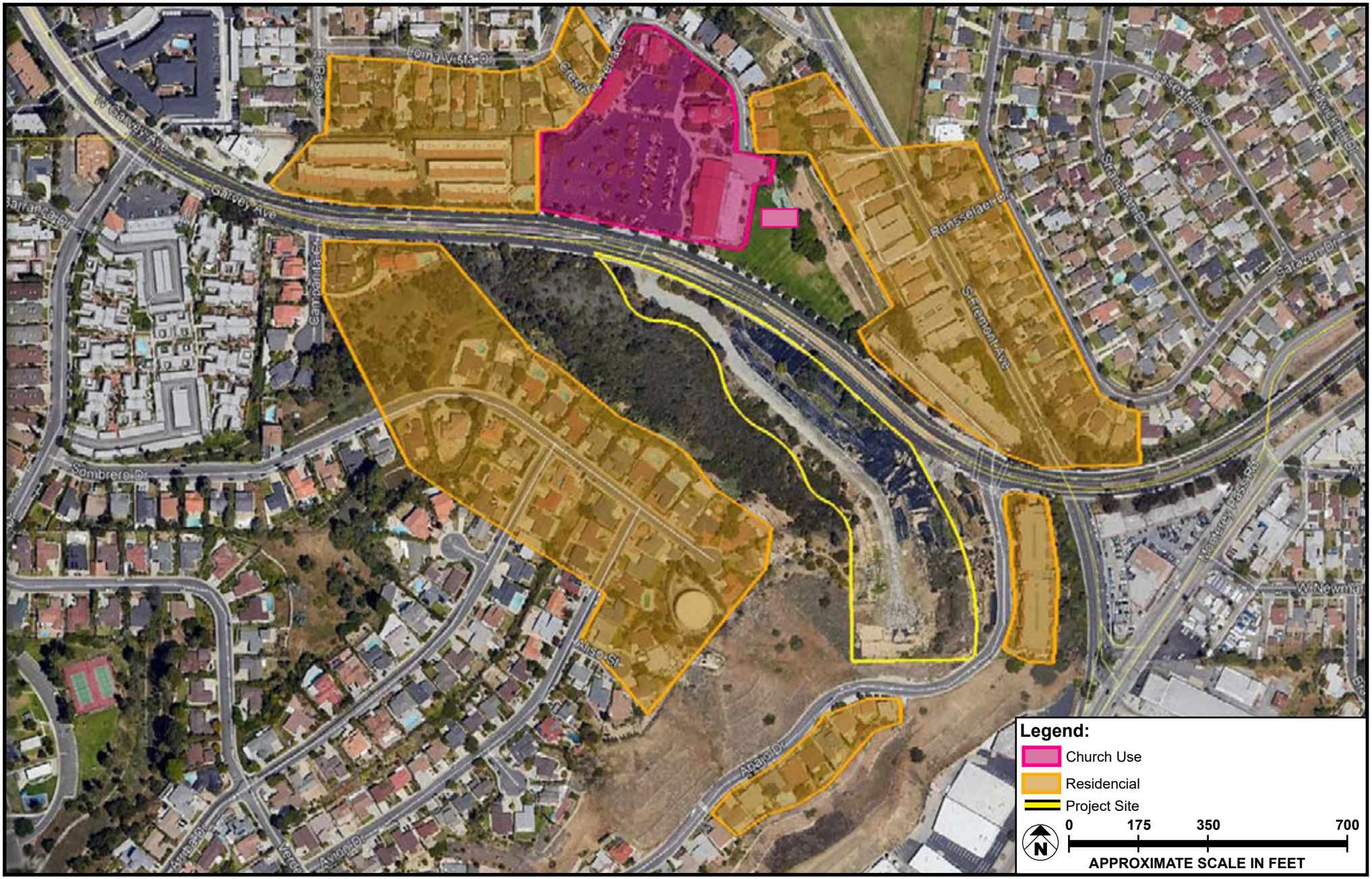
Sensitive Receptors

Some receptors are considered more sensitive to air pollutants than others, because of preexisting health problems, proximity to the emissions source, or duration of exposure to air pollutants. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to

respiratory infections and other air quality related health problems than the general public. Residential areas are also considered sensitive to poor air quality because people in residential areas are often at home for extended periods. Recreational land uses are moderately sensitive to air pollution because of the vigorous exercise associated with recreational land uses having a high demand on respiratory system functions. CARB has identified the following people as most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and those with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive population groups pursuant to SCAQMD.[26] Sensitive receptors relative to the Project Site are shown in **Figure 5.2-1: Sensitive Receptors.** As shown in **Figure 5.2-1**, sensitive receptors surrounding the Project Site include the following:

- Residential neighborhood to the west along Sombrero Drive (170 feet)
- Residential neighborhood to the south along Abajo Drive (90 feet)
- Residential neighborhood to the east along Abajo Drive (100 feet)
- Residential neighborhood to the east along Fremont Avenue (100 feet)
- Church use to the north along Garvey Avenue (120 feet)
- Residential neighborhood to the north along Garvey Avenue (180 feet)

26 SCAQMD, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning,* accessed March 2020, https://www.aqmd.gov/home/research/guidelines/planning-guidance/guidance-document.



SOURCE: Google Earth - 2020; Meridian Consultants - 2020

FIGURE **5.2-1**

Meridian Consultants

Sensitive Receptors

273-001-19

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, the City utilizes CEQA Guidelines Appendix G Guidelines. Appendix G provides that a project may be deemed to have an air quality impact if it would:

Threshold 5.2-1 **Conflict with or obstruct implementation of the applicable air quality plan.**

Threshold 5.2-2 **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.**

Threshold 5.2-3 **Expose sensitive receptors to substantial pollutant concentrations.**

Threshold 5.2-4 **Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.**

The following criteria was used to assess whether the air quality impacts of the Project exceed the above thresholds:

SCAQMD adopted federal attainment plans for Pb and PM_{10}. The SCAQMD reviews projects to ensure that they would not: (1) cause or contribute to any new violation of any air quality standard; (2) increase the frequency or severity of any existing violation of any air quality standard; or (3) delay the timely attainment of any air quality standard or any required interim emission reductions or other milestones of any federal attainment plan. Under CEQA, SCAQMD is a commenting agency on air quality within its jurisdiction or impacting its jurisdiction. Thus, this analysis relies on the following SCAQMD thresholds to determine impacts of significance.

Daily Emissions Thresholds

SCAQMD has identified thresholds to determine the significance of both local air quality impacts and impacts to regional air quality for construction activities and project operation, as shown in **Table 5.2-3: Mass Daily Emissions Thresholds.**

Table 5.2-3
Mass Daily Emissions Thresholds

Pollutant	Construction	Operational
	pounds/day	
Volatile Organic Compounds (VOC)	75	75
Nitrogen dioxide (NO_x)	100	100
Carbon monoxide (CO)	550	550
Sulfur dioxide (SO_x)	150	150
Respirable particulate matter (PM_{10})	150	150
Fine particulate matter ($PM_{2.5}$)	55	55

Source: SCAQMD, CEQA Air Quality Handbook (November 1993), accessed May 2020, https://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf

Localized Significance Thresholds

The local significance thresholds (LST) are based on the SCAQMD's Final *Localized Significance Threshold Methodology* (LST Methodology)[27] guidance document for short-duration construction activities. The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project Site because of construction activities. The SCAQMD provides voluntary guidance on the evaluation of localized air quality impacts to public agencies conducting environmental review of projects located within its jurisdiction. Localized air quality impacts are evaluated by examining the on-site generation of pollutants and their resulting downwind concentrations. For construction, pollutant concentrations are compared to significance thresholds for particulates (PM_{10} and $PM_{2.5}$), CO, and NO_2. The significance threshold for PM_{10} represents compliance with SCAQMD Rule 403 (Fugitive Dust). The threshold for $PM_{2.5}$ is designed to limit emissions and to allow progress toward attainment of the AAQS. Thresholds for CO and NO_2 represent the allowable increase in concentrations above background levels that would not cause or contribute to an exceedance of their respective AAQS.

The LST Methodology provides lookup tables of emissions that are based on construction projects of up to 5 acres in size. These LST Methodology lookup tables were developed to assist lead agencies with a simple tool for evaluating the impacts from small typical projects. Ambient conditions for South San Gabriel Valley, as recorded in SRA 11 by the SCAQMD, were used for ambient conditions in determining

27 SCAQMD, *Final Localized Significance Threshold (LST) Methodology,* (June 2003, rev. July 2008).

appropriate threshold levels. Thresholds for each criteria pollutant for construction activity and Project operation of the 5.0-acre site are listed in **Table 5.2-4: Localized Significance Thresholds**.

Table 5.2-4
Localized Significance Thresholds

Pollutant	Construction	Operational
	pounds/day	
Nitrogen dioxide (NO_2)	183	183
Carbon monoxide (CO)	1,814	1,814
Respirable particulate matter (PM_{10})	14	4
Fine particulate matter ($PM_{2.5}$)	9	2

Notes:
Based on a distance to sensitive receptors of 25 meters (82 feet). SCAQMD's Localized Significance Threshold (LST) Methodology for CEQA Evaluations *guidance document provides that projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.*
LST values for 5.0-acre site.

CO Hotspot

The significance of localized project impacts depends on whether ambient CO levels in the vicinity of the Proposed Project are above or below State and federal CO standards. If the Project causes an exceedance of either the State 1-hour or 8-hour CO concentrations, the Project would be considered to have a significant local impact. If ambient levels already exceed a State or federal standard, then Project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 parts per million (ppm) or more, or 8-hour CO concentrations by 0.45 ppm or more pursuant to SCAQMD Rule 1303(b).

Cumulative

SCAQMD's *CEQA Air Quality Handbook* identifies several methods to determine the cumulative significance of land use projects (i.e., whether the contribution of a project is cumulatively considerable). However, SCAQMD no longer recommends the use of these methodologies. Instead, SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified previously also can be considered cumulatively considerable.[28] SCAQMD neither recommends quantified

28 "White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions," SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, D-3.

analyses of the emissions generated by a set of cumulative development projects, nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

Consistency with Applicable Plans and Policies

Section 15125 of the CEQA Guidelines requires an analysis of the Project's consistency with applicable governmental plans and policies. The Project's consistency analysis addresses Project consistency with the SCAQMD's AQMP and policies included within the City's General Plan. The SCAQMD has adopted criteria for consistency with regional plans and the regional AQMP in its *CEQA Air Quality Handbook*. Specifically, the indicators of consistency are:

- Will the project result in any of the following:
  - Increase the frequency or severity of existing air quality violations?
  - Cause or contribute to new air quality violations?

Methodology

Air pollutant emissions associated with the Project would result from construction and operation of the Project. Specific analysis methodologies for all Project related sources of air emissions are discussed below.

Emissions Inventory Modeling

The California Emissions Estimator Model, known as CalEEMod, is the CARB–approved computer program model recommended by SCAQMD for use in the quantification of air quality emissions. CalEEMod was developed under the auspices of SCAQMD, with input from other California air districts. CalEEMod utilizes widely accepted models for emissions estimates combined with appropriate data that can be used if site-specific information is not available. For example, CalEEMod incorporates USEPA-developed emission factors; CARB's on-road and off-road equipment emission models, such as EMFAC and OFFROAD;[29] and studies commissioned by other California agencies, such as the California Energy Commission and CalRecycle.

CalEEMod provides a platform to calculate both construction emissions and operational emissions from a land use development project. The following emission sources covered by CalEEMod model include:

- One-time construction emissions associated with site clearing and demolition, grading, construction of the retaining walls, utilities, and private driveway, and landscaping. Emission sources include both off-road construction equipment and on-road mobile equipment associated with workers, hauling,

29 EMFAC is an emissions factor model used to calculate emissions rates from on-road vehicles (e.g., passenger vehicles; haul trucks). OFFROAD is an emissions factor model used to calculate emission rates from off-road mobile sources (e.g., construction equipment). CalEEMod version 2016.3.2 utilizes CARB's 2014 version of EMFAC.

and the delivery of construction materials to the Project Site. Construction emissions associated with dust control and disposal of waste at landfills are also included in the CalEEMod model.

- Operational emissions associated with the occupancy of the proposed homes, including on-road mobile vehicle traffic generated by the land uses; off-road emissions from landscaping equipment; energy (i.e., electricity and natural gas) and water usage in the buildings; and emissions from emergency generators, painting operations, and fuel use. The disposal of solid waste generated during the postconstruction use of the buildings is also included in the CalEEMod model.

CalEEMod version 2016.3.2 was used to quantify the Project's air quality pollutants. Project development would generate air pollutants from a number of individual sources during both construction and operational use of the buildings and related activities (e.g., painting and landscape maintenance).

Construction

Emissions of air pollutants were estimated for construction and operation of the Project using CalEEMod. Refer to **Section 4.0: Project Description** for more detailed characteristics of the Project. Information needed to parameterize the Project in CalEEMod are detailed below.

- Development and construction of 17 lots with 16 single-family residences;
- Site improvements including retaining walls, new infrastructure including wet and dry utilities, access road, and curb and gutter installation;
- Regrading Project Site to stabilize slope and establish new site elevations; and
- Export of 112,000 cy for slope stabilization and grading.

Construction debris and earthwork surplus would be taken to an approved material recycling facility/transfer station. The construction haul route to the approved waste site (Irwindale Management Waste) is approximately 15 miles (30 miles round trip) from the Project Site. Construction debris and excavated soil would be hauled east on Garvey Avenue using designated truck routes to the freeway system.

Table 5.2-5: Project Construction Schedule provides the dates and durations of each of the activities that will take place during construction, as well as a brief description of the scope of work. Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise.

Table 5.2-5
Project Construction Schedule

Construction Activity	Duration (Months)	Description
Lower Site Improvements		
Site clearing and demolition	2	Removal and clearing of existing improvements
Grading	12	Export of approximately 75,000 cubic yards of soil
Retaining Wall	5	Construction of retaining wall and ground anchors
Landscaping	1	Landscaping the Project Site
Upper Site Improvements		
Grading and construction	14	Export of approximately 37,000 cubic yards of soil
Utilities	2	Construction of wet and dry utility infrastructure
Street Improvements	2	Private street construction
Construction of Single-Family Residences		
Building Construction	36	Development and construction of 16 lots with single-family residences

Note: Refer to **Appendix B.1 (Proposed Summer)** *and* **Appendix B.2 (Proposed Winter),** *Section 3.0: Construction Detail.*

An assessment of air pollutant emissions was prepared utilizing the construction schedule in **Table 5.2-5**. **Table 5.2-6: Project Construction Diesel Equipment Inventory** displays the construction equipment required for each activity described in **Table 5.2-5**. The Project would be required to adhere to SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings) during construction activities.

Table 5.2-6
Project Construction Diesel Equipment Inventory

Phase	Off-Road Equipment Type	Amount	Daily Hours	Horsepower [HP] (Load Factor)
Site Clearing and Demolition	Crane	1	8	231 (0.29)
	Excavator	2	8	158 (0.38)
	Other Material Handling Equipment	1	8	168 (0.40)
	Rubber Tired Dozer	1	8	247 (0.40)
	Tractor/Loader/Backhoe	2	8	97 (0.37)
Grading	Bore/Drill Rig	1	8	221 (0.50)
	Excavator	2	8	158 (0.38)
	Grader	1	8	187 (0.41)
	Other Construction Equipment	1	8	172 (0.42)
	Rough Terrain Forklift	1	8	100 (0.40)
	Rubber Tired Dozer	1	8	247 (0.40)
	Rubber Tired Loader	1	8	203 (0.36)
	Signal Board	1	8	6 (0.82)
Construction (Retaining Wall and	Bore/Drill Rig	1	8	221 (0.50)
	Other Construction Equipment	2	8	172 (0.42)

Phase	Off-Road Equipment Type	Amount	Daily Hours	Horsepower [HP] (Load Factor)
Anchors) and Landscaping	Rough Terrain Forklift	2	8	100 (0.40)
	Signal Board	1	8	6 (0.82)
	Skid Steer Loader	2	8	65 (0.37)
	Tractors/Loaders/Backhoes	2	8	97 (0.37)
Grading and Construction (Upper Retaining Wall)	Bore/Drill Rig	1	8	221 (0.50)
	Other Construction Equipment	2	8	172 (0.42)
	Rough Terrain Forklift	2	8	100 (0.40)
	Signal Board	1	8	6 (0.82)
Utilities	Excavator	1	8	158 (0.38)
	Other Construction Equipment	1	8	172 (0.42)
	Rough Terrain Forklift	1	8	100 (0.40)
	Signal Board	1	8	6 (0.82)
Street Improvements	Paver	1	8	130 (0.42)
	Rough Terrain Forklift	1	8	100 (0.40)
	Signal Board	1	8	6 (0.82)
Residential Units Construction	Forklift	3	8	89 (0.20)
	Generator Set	1	8	84 (0.74)
	Tractor/Loader/Backhoe	3	7	97 (0.37)
	Welders	1	8	46 (0.45)

Note:
Refer to **Appendix B.1 (Proposed Summer)** *and* ***Appendix* B.2 (Proposed Winter)***, Section 3.0: Construction Detail, for equipment inventory information.*

Operation

Analysis of the Project's impact on regional air quality after the 16 proposed residences are completed and occupied considers three types of source emissions: (1) area; (2) energy; and (3) mobile. Area source emissions are generated by, among other things, landscape equipment and the use of consumer products. Energy source emissions are generated as a result of activities in buildings which utilize natural gas utility infrastructure. Mobile source emissions are generated by the increase in motor vehicle trips to and from the Project Site associated with operation of the Project.

Localized impacts from Project operations included calculation of on-site emissions (e.g., combustion from natural gas usage) using SCAQMD's recommended CalEEMod and evaluation of these emissions consistent with the SCAQMD's LST Methodology. Potential localized CO concentrations from induced traffic at nearby intersections are addressed consistent with the methodologies and assumptions used in the consistency analysis provided in the SCAQMD 2003 AQMP. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact. As shown in the Project's Traffic Study in **Appendix E**, the Project would add 151

daily trips to the area with a maximum of 12 AM peak hour trips and 16 PM peak hour trips. Accordingly, it would not produce the volume of traffic required to generate a CO hotspot.

Project Impact Analysis

Threshold 5.2-1 Would the Project conflict with or obstruct implementation of the applicable air quality plan?

The following analysis addresses the Proposed Project's consistency with SCAQMD, SCAG, and the City's air quality related plans and policies.

Consistency with the Air Quality Management Plan

A consistency determination with regard to the SCAQMD's AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. In accordance with the procedures established in the SCAQMD's *CEQA Air Quality Handbook*,[30] the analysis below addresses the criteria identified by the SCAQMD to determine the Proposed Project's consistency with SCAQMD and SCAG air quality related policies. Please refer to **Section 5.4: Land Use** of this Draft EIR for additional analysis of Project consistency with policies other than those related to air quality.

The SCAQMD has adopted criteria for consistency with regional plans and the regional AQMP in its *CEQA Air Quality Handbook*. Specifically, the indicators of consistency are:

- *Will the project result in any of the following:*
  - *Increase the frequency or severity of existing air quality violations?*
  - *Cause or contribute to new air quality violations?*

According to the *CEQA Air Quality Handbook*, the consistency determination based on the first criterion pertains to ambient pollutant concentrations, rather than to total regional emissions, thus, requiring an analysis of the Project's pollutant emissions relative to localized pollutant concentrations.[31] A complete review of the Project's potential impact on ambient pollutant concentrations during construction and operation is provided below.

Regional

The maximum daily regional construction emissions are provided in **Table 5.2-7: Unmitigated Maximum Construction Emissions**. As shown in **Table 5.2-7**, construction emissions would not exceed the SCAQMD Daily Regional Thresholds for all criteria pollutants.

30 SCAQMD, *CEQA Air Quality Handbook* (April 1993), p. 12-3.
31 SCAQMD, *CEQA Air Quality Handbook*, p. 12-3, 1993.

It is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for fugitive dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. In addition, SCAQMD Rule 1113 would limit the VOC content of architectural coatings. Thus, compliance with these SCAQMD rules would further reduce emissions presented in **Table 5.2-7**. Accordingly, impacts related to regional construction emission would be less than significant. The maximum daily regional operational emissions are provided in **Table 5.2-8: Unmitigated Maximum Operational Emissions**.

Table 5.2-7
Unmitigated Maximum Construction Emissions

Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds/day					
Unmitigated Year 2021	4	60	30	<1	10	5
Unmitigated Year 2022	4	52	29	<1	15	6
Unmitigated Year 2023	1	12	11	<1	1	<1
Unmitigated Year 2024	1	10	15	<1	1	1
Unmitigated Year 2025	1	10	15	<1	1	<1
Unmitigated Year 2026	1	10	15	<1	1	<1
Unmitigated Year 2027	1	10	15	<1	1	<1
Maximum	4	60	30	<1	15	6
SCAQMD threshold	75	100	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod. Refer to Air Quality Modeling Data in **Appendix B.1 (Summer)** and **B.2 (Winter).***
CO = carbon monoxide; NO_x = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns; VOC = volatile organic compounds; SOx = sulfur oxides.

Table 5.2-8
Unmitigated Maximum Operational Emissions

Source	VOCs	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds/day					
Area	2	<1	1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	<1	1	3	<1	1	<1
Total	2	1	4	<1	1	<1
SCAQMD threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod. Refer to Air Quality Modeling Data in **Appendix B.1 (Summer)** and **B.2 (Winter).***
CO = carbon monoxide; NO_x = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns; VOCs = volatile organic compounds; SO_x = sulfur oxides.

The estimated operational emissions are based on full occupancy of the Project development at its projected buildout year of 2028. As shown in **Table 5.2-8**, operational emissions would be below the SCAQMD Daily Regional Thresholds and would not result in significant impacts. As a result, construction of the Project would be consistent with the AQMP and would not result in significant health-related impacts.

Localized

The maximum localized construction and operational emissions are provided in **Table 5.2-9: Localized Construction and Operational Emissions**. As shown in **Table 5.2-9**, the unmitigated daily maximum localized construction and operational emissions would not exceed the SCAQMD daily significance thresholds for criteria pollutants. Therefore, localized construction and operation would not result in a potentially significant impacts and would be considered less than significant.

Table 5.2-9
Localized Construction and Operational Emissions

Source	NO_x	CO	PM_{10}	$PM_{2.5}$
	pounds/day			
Construction				
Total maximum on-site emissions	34	23	8	5
LST threshold[a]	183	1,814	14	9
Threshold exceeded?	**No**	**No**	**No**	**No**
Operation				
Buildout Area/energy emissions	<1	1	<1	<1
LST threshold	183	1,814	4	2
Threshold exceeded?	**No**	**No**	**No**	**No**

*Source: CalEEMod. Refer to Air Quality Modeling Data in **Appendix B**.*
CO = carbon monoxide; LST = localized significance threshold; NOx = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns.
[a] *LST for a 5-acre site*

– *Delay the timely attainment of the air quality standards or the interim emission reductions specified in the AQMP?*

As shown in **Table 5.2-7** above, regional construction emissions would not exceed SCAQMD thresholds and would not result in potentially significant short-term air quality impacts. Moreover, as shown in **Table 5.2-8** and **Table 5.2-9**, temporary emissions of criteria pollutants would not exceed the operational or localized SCAQMD thresholds and would not result in health-related impacts during construction and operation of the Proposed Project. Thus, the Proposed Project would not exceed any of the State and

federal air quality standards and health-related impacts would be less than significant. The Proposed Project would not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP and would therefore be consistent with this criterion.

- *Will the project exceed the assumptions utilized in preparing the AQMP?*

Determining whether the Proposed Project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with the population, housing, and employment growth projections; (2) the inclusion of mitigation measures; and (3) the appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis of each of these three criteria.

- *Is the project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based?*

With respect to the first criterion for determining consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2016 RTP/SCS regarding population, housing, and employment growth. A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment growth assumptions that were used in the development of the AQMP. In the case of the 2016 AQMP, SCAG's 2016 RTP/SCS form the basis of the projections of air pollutant emissions.

The 2016 RTP/SCS provides socioeconomic forecast projections of regional population growth for 14 subregions, one of which is the City. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review.

According to SCAG, the City had a 2018 population of 62,240; the City is within the County of Los Angeles, with a 2018 population of 10,283,729.[32] Based on the California Department of Finance (DOF) current average household size of 3.05 persons.[33] The 16 single-family residential units proposed would add approximately 49 new residents to the City. This increase does not represent a substantial increase in the population of the area. In 2040, the City Subregion is anticipated to have a population forecast of 65,000. This Project's population increase (less than 1 percent of the population forecast for 2040) does not represent a substantial increase in the population of the area. Such levels of growth are consistent with the population forecasts for the subregion as adopted by SCAG. The Project is also consistent with the types, intensity, and patterns of land use envisioned for a single-family neighborhood in the RTP/SCS. Because SCAG's projections form the basis of the 2016 AQMP, it can be concluded that the Proposed

32 SCAG, *Local Profiles Report 2019: Profile of the City of Monterey Park (May 2019)*, accessed February 2020.

33 DOF, *Report E-5: Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011–2019, with 2010 Benchmark,* accessed February 2020, available at http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/.

Project would be consistent with the demographic projections incorporated into the AQMP and is consistent with this criterion. Refer to **Section 5.4** of this Draft EIR, for additional information regarding consistency with the 2016 RTP/SCS.

- *Does the project include air quality mitigation measures?*

As shown in **Table 5.2-7**, regional construction emissions would not exceed SCAQMD daily thresholds and would not result in potentially significant short-term air quality impacts. Moreover, as shown in **Table 5.2-8** and **Table 5.2-9**, temporary emissions of criteria pollutants would not exceed the operational or localized SCAQMD thresholds and would not result in health-related impacts during construction and operation of the Project. Therefore, mitigation measures would not be required to reduce impacts to less than significant.

- *To what extent is project development consistent with the AQMP land use policies?*

The determination of AQMP consistency is primarily concerned with the long-term influence of the Project on air quality in the Basin. The Project would not have a significant long-term impact on the region's ability to meet State and federal AAQS. The Project would comply with all applicable SCAQMD rules and regulations to further reduce pollutant concentration emissions. Thus, the Project's long-term influence on air quality would be consistent with the goals and policies of the AQMP and is, therefore, considered consistent with this criterion.

Consistency with Applicable City of Monterey Park Policies

The City's Resource Element sets forth a goal and policies which guide the City in the implementation of air quality improvement programs and strategies. The City is responsible for implementing the goals and policies set forth in the Resource Element including expanding transit opportunities, encouraging land uses that promote a pedestrian environment, encouraging alternative fuels in City vehicles, and improving traffic flow within the City which would reduce air quality emissions. As shown in **Table 5.2-7,** construction emissions would not exceed regional daily thresholds for criteria pollutants and would not result in significant impacts.

Moreover, the Project would provide residential units near public transit. The Project Site is located within a quarter mile of Metro Bus Route 70 and Spirit Bus Route 4. This would promote the use of a variety of transportation options, which includes walking and the use of public transportation as well as increase mobility in the area. This would encourage residents to use public transit which would contribute to a reduction in air quality emissions from vehicles.

Therefore, the Project would not conflict with or obstruct implementation of the applicable air quality plan and impacts would be less than significant.

Threshold 5.2-2 **Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard?**

Construction Emissions

According to the SCAQMD, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects, nor provides thresholds of significance to be used to assess the impacts associated with these emissions. The nearest related project (Atlantic Garvey Hotel) is located approximately 0.63 mile (3,326 feet) east from the Project Site at 808 Garvey Avenue and would be required to conduct an environmental analysis similar to the Project before approval. Moreover, the Atlantic Garvey Hotel and all related projects would be required to comply with SCAQMD rules and regulations.

As shown in **Table 5.2-7** above, regional construction emissions would not result in potentially significant short-term air quality impacts. Moreover, as shown in **Table 5.2-8** and **Table 5.2-9**, temporary emissions of criteria pollutants would not exceed the construction or localized SCAQMD thresholds. Consequently, the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or State AAQS due to construction of the Project. Accordingly, impacts would be less than significant.

Operational Emissions

According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects, nor provides thresholds of significance to be used to assess the impacts associated with these emissions. The nearest related project (Atlantic Garvey Hotel) is located approximately 0.63 mile (3,326 feet) east from the Project Site at 808 Garvey Avenue and would be required to conduct an environmental analysis similar to the Project before approval. Moreover, the Atlantic Garvey Hotel and all related projects would be required to comply with SCAQMD rules and regulations.

As shown above in **Table 5.2-8** and **Table 5.2-9**, operational emissions from Project would not exceed SCAQMD's threshold for any criteria pollutants, Therefore, the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an

applicable federal or State AAQS due to operational emissions. Accordingly, impacts would be less than significant.

Threshold 5.2-3 Expose sensitive receptors to substantial pollutant concentrations?

Implementation of the Project could expose sensitive receptors to elevated pollutant concentrations during construction and operation-related activities, specifically carcinogenic or toxic air contaminants as well as elevated air concentrations of NO_x, CO, PM_{10} and $PM_{2.5}$. The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project Site because of construction activities. As shown in **Table 5.2-9** above, localized construction and operational emissions would not exceed SCAQMD daily thresholds for NO_x, CO, PM_{10} and $PM_{2.5}$. Project operations would generate only minor amounts of diesel emissions from residential delivery trucks and incidental maintenance activities. In addition, vehicles used during construction activities would be required to comply with CARB anti-idling regulations and the In-Use Off-Road Diesel Fleet regulations which indirectly reduces air quality emissions. During the operational lifetime of the Project, newer vehicles sold on the market would be required to comply with CAFE fuel economy standards expected to incrementally take effect. Accordingly, fuel consumption is anticipated to decrease each year through implementation of regulation that require higher energy efficiencies and higher efficient and alternative fueled vehicles. As a result, toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed residential uses within the Project Site. Based on the uses expected on the Project Site, potential long-term operational impacts associated with the release of TACs would be minimal and would not be expected to exceed the SCAQMD thresholds of significance presented in **Table 5.2-3** and **Table 5.2-9**. For these reasons, the Project would not expose sensitive receptors to substantial pollutant concentrations. Impacts associated with pollutant concentrations to sensitive receptors would be less than significant.

Threshold 5.2-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

As shown in **Table 5.2-9** above, localized construction and operational emissions of the Project would result in emissions below the localized significance thresholds. Mandatory compliance with SCAQMD Rule 1113 would limit the amount of VOCs in architectural coatings and solvents. According to the SCAQMD, while almost any source may emit objectionable odors, some land uses are more likely to produce odors because of their operation. Land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project does not contain any active manufacturing activities and would not convert current agricultural land to residential land uses. Objectionable odors would not be emitted by the residential uses.

Any unforeseen odors generated by the Project will be controlled in accordance with SCAQMD Rule 402 which prohibits the discharge of air contaminants that harm, endanger, or annoy individuals or the public; endanger the comfort, health or safety of individuals or the public; or cause injury or damage to business or property. Failure to comply with Rule 402 could subject the offending facility to possible fines and/or operational limitations in an approved odor control or odor abatement plan. Therefore, the Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts associated with objectionable odors would be less than significant.

CUMULATIVE IMPACTS

Development of the Project in conjunction with the related projects would result in an increase in construction emissions in a developed area of the City. As stated above, the Project would comply with all regulatory requirements, including SCAQMD Rule 403 – Fugitive Dust and the adopted AQMP emissions control measures. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. According to the SCAQMD, individual development projects that generate construction emissions exceeding the SCAQMD-recommended daily regional or localized thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. As shown in **Table 5.2-7** above, the Project's regional construction emissions would not result in potentially significant short-term air quality impacts. Moreover, as shown in **Table 5.2-8** and **Table 5.2-9**, temporary emissions of criteria pollutants would not exceed the operational or localized SCAQMD thresholds. Thus, the Project's contribution to an increase in construction- and operational-related regional emissions would not be cumulatively considerable, and therefore, the impact would be less than significant.

MITIGATION MEASURES

No significant impact to related to Air Quality would occur from implementation of the Project. For this reason, no mitigation measures would be required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts are less than significant and no mitigation is required.

5.3 GEOLOGY AND SOILS

INTRODUCTION

This subsection of the Draft EIR provides an analysis of potential geology and soils impacts, including the potential for landslides, soil erosion or loss of top soil, the geologic and soil stability, as well as expansive and corrosive soils.

This subsection incorporates information from the Geotechnical Report *Review of Vesting Tentative Map 75033, 1688 West Garvey Avenue, Monterey Park, California*, dated April 14, 2020 (Geotechnical Report), prepared by Advanced Geotechnical Solutions, Inc. This Geotechnical Report is provided in **Appendix C: Geotechnical Report** of this Draft EIR.

Before preparing this Draft EIR, an Initial Study (see **Appendix A3**) was prepared using CEQA Guidelines Appendix G Environmental Checklist Form to assess potential environmental impacts associated with geology and soils. The Initial Study determined additional analysis of the following geology and soils topics was not required in this Draft EIR because impacts are either not significant or measures were identified to mitigate impacts to less than significant:

Would the Project:

- Directly or indirectly cause 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, caused in whole or in part by the project's exacerbation of the existing environmental conditions?
- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?
- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?
- Directly or indirectly destroy a unique paleontological resource or site unique geologic feature?

Though these geology and soils topics were already scoped out in the Initial Study, they are included in the section for information purposes.

ENVIRONMENTAL SETTING

Existing Conditions

Local Setting

The Project Site is located on the outer edge of the San Gabriel Valley, which is bound on the west by the Elysian, Repetto, and San Rafael Hills, on the south by the Puente Hills, on the east by the San Jose Hills, and on the north by the San Gabriel Mountains. The Elysian, Repetto, and San Rafael hills were formed primarily during folding and uplift during the late Quaternary period. Specifically, the Project Site is located within the southern slopes of the Repetto Hills. The Repetto Hills are mostly underlain with Tertiary-aged marine sedimentary bedrock, including the marine and nonmarine sedimentary rocks of the Fernando Formation which overlie the Puente Formation. Basement rocks include Cretaceous-aged crystalline igneous rock and metamorphic rock (gneiss).

Project Site

The Project Site is located on a hill at approximately 600 feet AMSL and approximately 150 feet above the intersection of West Garvey Avenue and Abajo Drive. The Project Site borders the south side of West Garvey Avenue and continues up to a ridgeline. The southerly property line is located mid-slope with the ascending slope continuing to the adjacent residential development off of Sombrero Drive. Abajo Drive is located east of the Project Site and runs in a south-southwest direction. A City slope easement is located near the southeastern corner of the Project Site.

Pliocene-aged Fernando Formation underlies the Project Site. Thin surficial deposits of Holocene sediments also mantle portions of the Repetto Hills. The Fernando Formation consists of conglomerate and conglomeratic sandstone, massive soft micaceous fine to medium-grained sandstone, and massive soft micaceous siltstone. Several landslides are mapped on the steeper slopes of the Repetto Hills, mostly within the Puente Formation and soft siltstone of the Fernando Formation. One small landslide was mapped on site and a larger one below Abajo Drive to the southwest of the Project Site.

The Project Site was graded from 1978 to 1979 to accommodate 31 single-family residential lots. Cut and fill slopes were built along with several retaining walls. A private road, named Goodview Drive, was constructed to access the lots located on both sides of the road. The upper portion of Goodview Drive ends in a cul-de-sac with residential lots surrounding the road. Numerous retaining walls and foundations were constructed for the residential structures. Two other retaining walls are also present, one adjacent to Goodview Drive near the entrance, which is approximately eight feet in height, and one along a portion of the eastern property line, starting from West Garvey Avenue and continuing up the slope, straddling the property line. Two approximately 15-foot high crib walls were also constructed; portions of these walls

have since failed. A five-foot high cantilever retaining wall is also present along West Garvey Avenue, just outside the property line. Another cantilever retaining wall, up to approximately 12 feet in height, is located mostly off-site along Abajo Drive, although a small portion is located within the Project Site. A series of 24 piles, starting from 40 feet west of Garvey Avenue and extending to the west for 205 feet, were constructed immediately behind a portion of this wall, presumably to reinforce the wall after slope failures occurred above this wall in 2005.

In or around 1980 development on the Project Site ceased. Since this date, slope failures have occurred, some of which involved the retaining walls. Surficial failures and settlement of Goodview Drive were observed on the Project Site starting in 1980. During the same year, debris flows damaged numerous homes along Abajo Drive to the south and southwest of the Project Site. By 1982, a portion of the crib wall and slope had failed, blocked a portion of West Garvey Avenue, and led to the evacuation of the apartment complex on the opposite side of West Garvey Avenue. Subsequent failures in the lower crib wall occurred in March and April of 1983. By the end of 1984, a supplemental retaining wall, referred to as the impact wall, was erected along a portion of West Garvey Avenue to contain some of the slope failures. This wall, constructed of steel beams and wood lagging, is about 200 feet long and 20 feet tall, and is still in place. Subsequent failure of the upper crib wall occurred in 1985. In late 2004, a progressive slope failure occurred above Abajo Drive that migrated up the slope below Goodview Drive in 2007, resulting in a closure of Abajo Drive. Over the last decade, minor slope failures have continued to occurred. Currently, numerous erosion control measures are present on site, including plastic covered slope, straw wattles, sand bags, and drainage pipes, as shown in **Figure 3.0-3** and **Figure 3.0-4: Site Photos**. The slopes above the Project Site are covered in vegetation; however, there is scarce vegetation in the plastic-covered areas of the Project Site.

Soils

As discussed above, the Project Site is located within the Fernando Formation, which is characterized by Marine Claystone. There may be colluvium and/or slopewash overlying the deposits.[1] Soils on the Project Site consist of various fill materials. Slope wash and/or slide debris consisting of colluvial soil and artificial fill mixed with vegetation, construction debris, failed foundation pieces, crib wall members, sandbags, and/or plastic sheeting are also present. Periods of heavy rainfall caused shallow landslides and erosion which created these deposits. Artificial fill covers most of the developed areas of the Project Site and consists of moist dark brown silts and clays with fragments of bedrock and trace amounts of sand. In addition, some cement treated soils are present on the Project Site. As discussed in the Geotechnical Report, density of the fill is much lower than the amount reported in the original grading report for the

1 Dibblee, T.W., and Ehrenspeck, H.E., ed., 1989, Geologic map of the Los Angeles quadrangle, Los Angeles County, California: Dibblee Geological Foundation, Dibblee Foundation Map DF-22, scale 1:24,000

Project Site, while moisture contents are higher than originally reported during initial grading of the Project Site. Much of this fill is located in slope areas undergoing a slow downward movement know as slope creep; creep affected and portions may have moved during previous landslides. Topsoil is found in portions of the slope on-site and is also buried below some of the compacted artificial fill and colluvium. Colluvium envelops most of the Project Site and surrounding slopes that are not currently covered with artificial fill or slope wash. Pliocene-age sedimentary bedrock underlies the Project Site. The bedrock, consisting of siltstone and sandstone, is highly weathered and fractured, displaying weakness near the surface.

Several shallow mass movements have occurred on the Project Site, and various slope failures and slumps have occurred since the Project Site was graded in 1980. Most of these areas consist of a mixture of topsoil, colluvium, and fill that was triggered by heavy rainfall. In addition, some slightly deeper landslides have occurred on the Project Site, such as one occurrence on the slope above Abajo Drive in 2005. A failure scarp is still present on the slope. Failures within the fill were generally shallow, however a deeper failure occurred incrementally, toppling portions of two crib walls on the Project Site. Above this slide, the fill is creep affected and displays cracks from settlement and lateral extension. Upper bedrock on-site is highly weathered, fractured, and creep affected. It, however, appears to be intact. Mass movements are limited to the upper few feet of soil. A static groundwater level was not encountered during both previous and current exploratory work on the Project Site indicating that shallow groundwater is not present on the Project Site.

Seismic Hazards

Seismic Ground Motion

The Project Site is located in the seismically active southern California region, and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active southern California faults. However, this hazard is common in southern California and the effects of ground shaking can be mitigated if structures are designed and constructed in conformance with current building codes and engineering practices.

Lateral Spreading

Liquefaction-induced lateral spreading is defined as the finite, lateral displacement of gently sloping ground as a result of pore pressure build-up or liquefaction in a shallow underlying deposit during an earthquake. Due to the lack of shallow groundwater and presence of bedrock on the Project Site, the potential for lateral spreading is low.

Seismically Induced Landsliding

A large portion of the Project Site is located within a State of California Seismic Hazard Zone, which is susceptible to earthquake-induced land sliding as shown in **Figure 5.3-1: Liquefaction and Landslide Susceptibility Zones**.

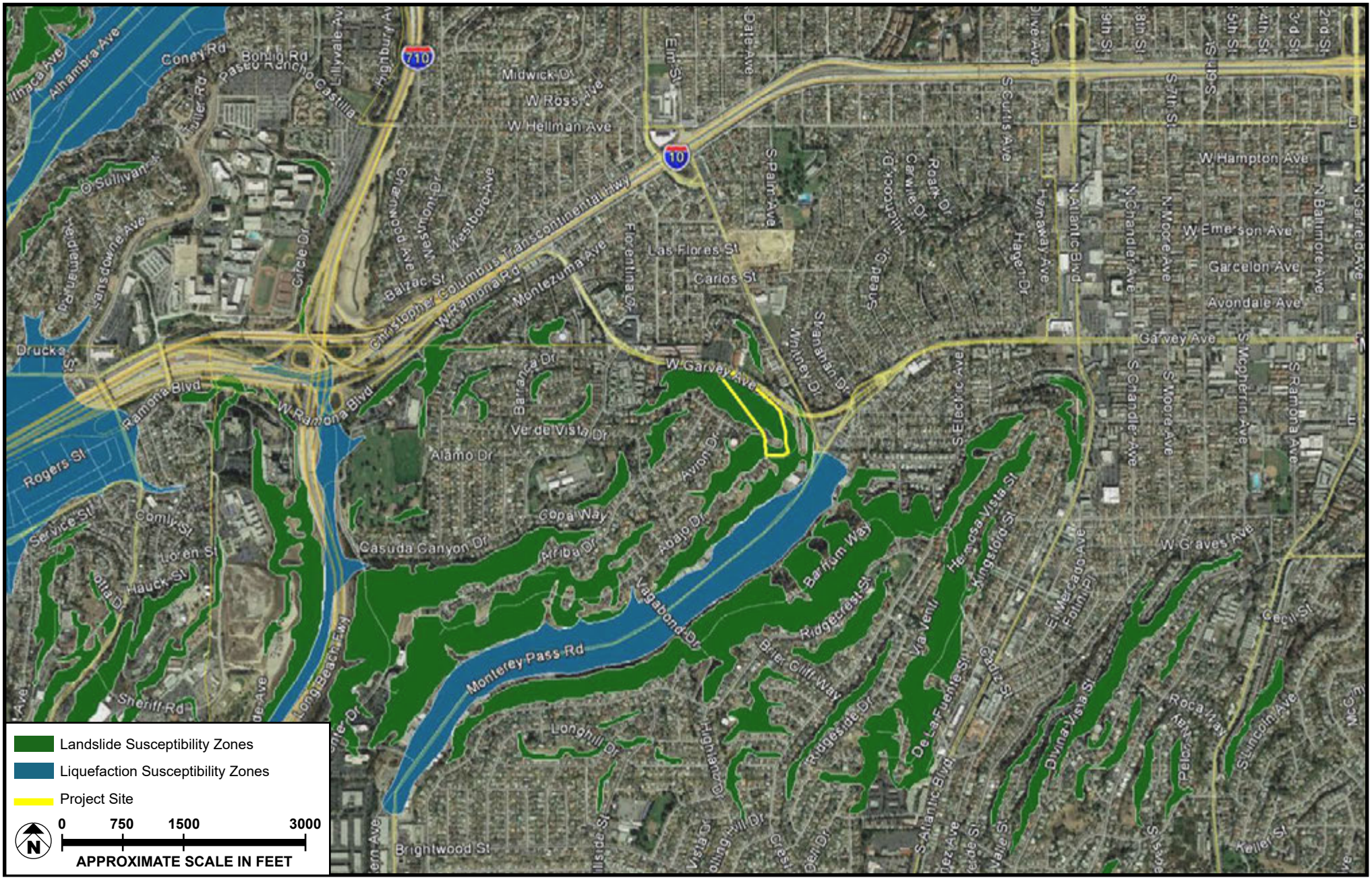
Other Geologic Hazards

Mass Wasting and Debris Flows

Potentially unstable areas are located on, above, and below the Project Site, and there is a minor potential for debris flows to be generated on the slopes above it.

Subsidence and Ground Fissuring

The potential for subsidence and ground fissuring due to settlement of the underlying earth materials is unlikely because of dense bedrock and planned removal depths.



SOURCE: State of California Department of Conservation, California Geological Survey

FIGURE **5.3-1**

Meridian Consultants

Liquefaction and Landslide Susceptibility Zones

273-001-19

Regulatory Setting

State

Seismic Safety Act

The California Seismic Safety Commission (Safety Commission) was established by the Seismic Safety Act in 1975 to provide oversight, review, and recommendations to the Governor and State Legislature regarding seismic issues. The Safety Commission's name was changed to the Alfred E. Alquist Seismic Safety Commission in 2006. The Safety Commission has adopted several documents based on recorded earthquakes, including the following:

- Research and Implementation Plan for Earthquake Risk Reduction in California 1995 to 2000, report dated December 1994;[2] and,
- Commercial Property Owner's Guide to Earthquakes Safety, report dated October 2006.[3]

Seismic Hazards Mapping Act

In order to address the effects of strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events, the State Legislature enacted the Seismic Hazards Mapping Act of 1990 (Pub. Res. Code §§ 2690–2699.6). Under the Seismic Hazards Mapping Act, the State Geologist is required to delineate "seismic hazard zones." Cities and counties must regulate certain development projects within these zones to ensure that the geologic and soil conditions of a project site are investigated and appropriate mitigation measures, if required, are incorporated into development plans. The State Mining and Geology Board promulgated additional regulations and policies to assist municipalities in preparing the Safety Element of their General Plans and encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety. Under Public Resources Code Section 2697, cities and counties must require, before the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. Each city or county must submit one copy of each geotechnical report, including mitigation measures, to the State Geologist within 30 days of its approval. Public Resources Code Section 2698 allows cities and counties from establishing policies and criteria that are stricter than those established by the State Mining and Geology Board.

2 California Seismic Safety Commission, Research and Implementation Plan for Earthquake Risk Reduction in California 1995 to 2000, https://ssc.ca.gov/forms_pubs/research_and_implementation_plan_for_earthquake_risk_reduction.pdf, accessed June 30, 2020.

3 California Seismic Safety Commission, *Commercial Property Owner's Guide to Earthquake Safety,* https://ssc.ca.gov/forms_pubs/cssc_2006-02_cog.pdf, accessed June 30, 2020.

State publications supporting the requirements of the Seismic Hazards Mapping Act include CGS Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California*, and CGS Special Publication 118, *Recommended Criteria for Delineating Seismic Hazard Zones in California*. The objectives of Special Publication 117 are to assist in the evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations and to promote uniform and effective Statewide implementation of the evaluation and mitigation elements of the Seismic Hazards Mapping Act. Special Publication 118 implements the requirements of the Seismic Hazards Mapping Act in the production of Probabilistic Seismic Hazard Maps for the State.

California Building Code

The California Building Code (California Code of Regulations, Title 24) is a compilation of building standards, including seismic safety standards for new buildings. California Building Code standards are based on the following: (i) building standards that have been adopted by State agencies without change from a national model code; (ii) building standards based on a national model code that have been changed to address particular California conditions; and (iii) building standards authorized by the California legislature but not covered by the national model code. Given the State's susceptibility to seismic events, the seismic standards within the California Building Code are among the strictest in the world. The California Building Code includes provisions for demolition and construction, as well as regulations regarding building foundations and soil types. The California Building Code applies to all occupancies in California, except where stricter standards have been adopted by local agencies.

The California Building Code is published on a triennial basis, and supplements and errata can be issued throughout the cycle. The 2019 edition of the California Building Code became effective on January 1, 2020, and incorporates by adoption the 2018 edition of the International Building Code of the International Code Council, with California amendments.[4] Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in California Division of Occupational Safety and Health (Cal/OSHA) regulations (Title 8 of the California Code of Regulations).

Regional and Local

Monterey Park General Plan – Safety and Community Services Element

The Safety and Community Services Element of the General Plan addresses hazards in the physical and built environment and presents goals and polices focused on reducing the potential risk of death, injuries,

4 California Building Code, California Code of Regulations, Title 24, Part 2.

property damage, and dislocation for hazards. Goal 3.0, below, addresses geologic hazards and Policy 3.3 specifically addresses the Project Site:

Goal 3.0: Protect public and private properties from geologic hazards associated with steep slopes, unstable hillsides, and liquefaction-prone areas.

- **Policy 3.1:** Periodically evaluate the effectiveness of the Property Maintenance, Urgency, and Grading Ordinance in preventing mud and debris flows.
- **Policy 3.2:** Require that hillside developments incorporate measures that mitigate slope failure potential and provide for long-term slope maintenance.
- **Policy 3.3:** Develop a comprehensive approach to remediating unstable hillslopes in the vicinity of Abajo Drive.

Monterey Park Municipal Code

Chapter 20.18 of the MPMC requires a soils report to, among other things, analyze potential hazards for slope and hillside development. These regulations are applicable to properties with a slope in excess of ten percent, proposed slopes or retaining devices totaling in excess of five feet in height, or where the slope on an adjacent property exceeds ten percent within 25 feet of the property line or has retaining device over five feet tall within 25 feet of the property.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, the City utilizes CEQA Guidelines Appendix G Guidelines. Appendix G states that a project may be deemed to have a geology and/or soils impact if it would:

Threshold 5.3-1 **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i. 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 evidence of a known fault.

ii. Strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction.

iv. Landslides.

Threshold 5.3-2 **Result in substantial soil erosion or the loss of topsoil.**

Threshold 5.3-3 **Be located on a geologic unit 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, caused in whole or in part by the project's exacerbation of the existing environmental conditions.**

Threshold 5.3-4 **Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property caused in whole or in part by the project's exacerbation of the existing environmental conditions.**

Threshold 5.3-5 **Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.**

Threshold 5.3-6 **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.**

Methodology

To evaluate potential hazards related to geologic and soils conditions, a Geotechnical Report was prepared by AGS.[5] The Geotechnical Report included field exploration (i.e., an exploratory soil boring) and laboratory testing to determine the characteristics of the subsurface conditions at the Project Site. In addition, relevant literature and materials were reviewed as part of the Geotechnical Report. The Project Site was explored by AGS in November 2016 by digging ten shallow borings with a hand auger and/or shovel at maximum depths of five feet. Laboratory tests were performed on selected soil samples obtained during the investigation to determine pertinent physical and chemical soil properties.

Project Impact Analysis

Threshold 5.3-1: **Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i. **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? Refer to Division of Mines and Geology Special Publication 42?**

5 AGS, *Geotechnical Report Review of Rough Grading Plan Vesting Tentative Tract 75033 1688 West Garvey Avenue*, Monterey Park, California. April 14, 2020

The City of Monterey Park 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.[6] The Alquist-Priolo Earthquake Fault Zoning Act was adopted to prevent the construction of buildings used for human occupancy on the surface trace of active faults.[7] A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the California Department of Conservation's website. No known fault traces are identified within the City. Monterey Park is still located in an area that is surrounded by active and blind thrust faults, however, none of these faults intersect the Project Site, as shown in **Figure 5.3-2: Regional Fault Map**. Faults located near the City include the Sierra Madre Fault Zone, Norwalk Fault, Raymond Fault, Santa Monica Fault, Newport-Inglewood Fault, Las Cienegas Fault, and the Whittier-Elsinore Fault. In addition, the City is underlain by the following blind thrust faults: the Puente Hills thrust, the Elysian Park Earthquake faults thrust, and the East Los Angeles thrust.[8] However, the Applicant must comply with the California Building Code , as adopted by the MPMC, regarding the construction of earthquake resistant buildings. No additional mitigation measure is required.

i. Strong seismic ground shaking?

As described above, the City lies within a region with several active faults and several blind thrust faults. These faults are capable of producing ground shaking from an earthquake. These northwest dipping low, angle faults include the Puente Hills thrust, the Elysian Park Earthquake faults thrust, and the East Los Angeles thrust (shallowest to deepest).[9] However, there are no active faults known to exist in the vicinity. According to the General Plan, a major earthquake produced along any of the regional fault systems has the potential to produce strong ground shaking in the City. The Project Site would likely experience strong seismic ground shaking during its design life, given the proximately to major faults in the Southern California Region.

All building construction associated with the Project would be subject to the City's existing construction regulations, including the California Building Code as adopted by MPMC, in order to minimize any potential impacts from strong seismic ground shaking. Impacts would be less than significant.

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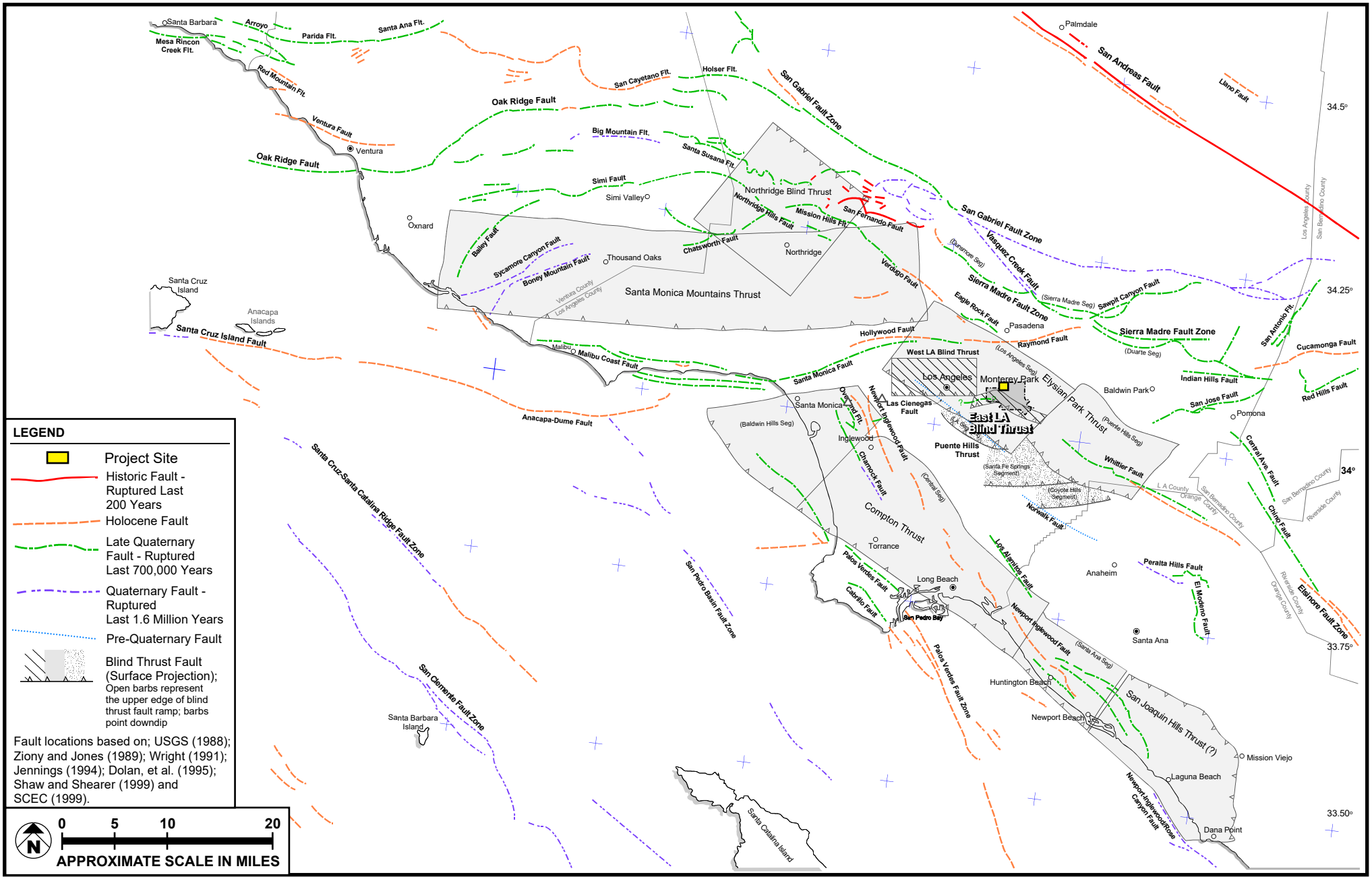
6 California Department of Conservation, *Earthquake Fault Map*, https://earthquake.usgs.gov/education/geologicmaps/apfaults.php. Accessed March 2020.

7 Ibid.

8 City of Monterey Park General Plan, *Safety and Community Services Element, Geological & Seismic Hazards,* http://www.montereypark.ca.gov/470/Geological-Seismic-Hazards, Accessed March 2020.

9 City of Monterey Park General Plan, *Safety and Community Services Element, Geological & Seismic Hazards,* http://www.montereypark.ca.gov/470/Geological-Seismic-Hazards, Accessed March 2020.



SOURCE: http://www.montereypark.ca.gov/470/Geological-Seismic-Hazards (figure SCS-2), July 2001

FIGURE **5.3-2**

Meridian Consultants

Regional Fault Map

273-001-19

ii. Seismic-related ground failure, including liquefaction?

Liquefaction is a process by which sediments below the water table temporarily lose strength and behave as a viscous liquid rather than a solid. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

As shown in **Figure 5.3-1**, the Project Site is not located within an area mapped as potentially liquefiable.[10] The California Building Code includes requirements for soils and foundations, structural design, building materials, and structural testing and inspections to address potential geologic hazards specific to a site. Additionally, the proposed residential units would include enhanced foundations, with deeper footings, and shallow and deep caissons as required by the soils condition on each lot. The Project would be designed and constructed in accordance with California Building Code requirements. Potential impacts associated with seismic-related ground failure, including liquefaction, would be reduced to a less than significant level.

(iv) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The City lies within a geologic region referred to as the Los Angeles Basin. The geology forming the Los Angeles Basin is complex, comprised one of several mountain ranges and hill formations and intervening valleys. Geologic formations underlying the City consist largely of ancient marine and river deposits characterized by sandy and day-like soils. On the level ground in northeast Monterey Park, these soil types do not pose any significant development constraints. In hillside areas, however, the soils can be unstable and susceptible to sliding.[11]

The Project development would include 16 single-family residences, which would be built with enhanced foundations, with deeper footings, and shallow and deep caissons as required by the soils condition on each lot. Additionally, all building construction associated with the Project would be subject to the City's existing construction regulations, including the California Building Code as adopted by the MPMC, in order to minimize any potential impacts from landslides.

A majority of the Project is located within an area susceptible to landslides as shown in **Figure 5.3-1.** The slope on West Garvey Avenue failed after the Project Site was originally graded for residential

10 State of California Department of Conservation, *Regulatory Maps: Los Angeles Quadrangle*, GIS Data.

11 City of Monterey Park General Plan, *Safety and Community Services Element, Geological & Seismic Hazards.* Accessed March 2020.

development in the 1980s. The existing surficial landslides, weak surficial soils, creep-affected bedrock, and creep-affected colluvium and/or fill soils that underlie the Project Site require stabilization to avoid impacts. In addition, the existing crib retaining walls require removal.

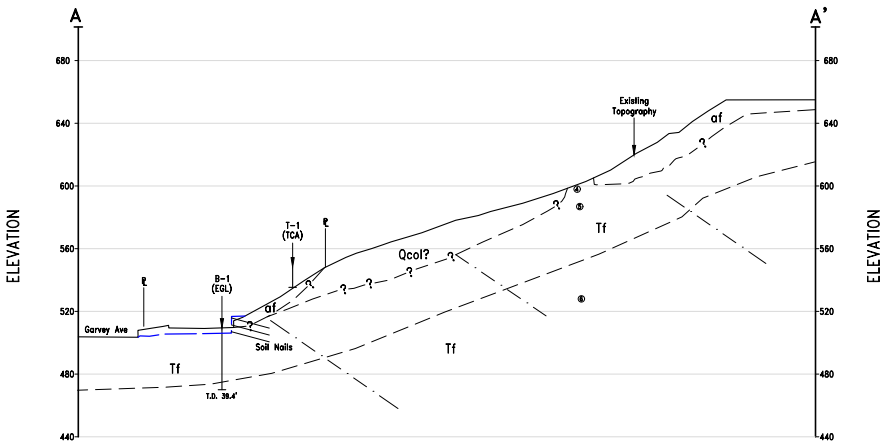
Two new retaining walls are proposed based on these studies that are designed to stabilize the existing slope. The Proposed Project would include complete removal of the existing retaining walls, grading of the existing slope, including removal of unstable soils, and construction of the two new retaining walls.

A lower retaining wall would be installed below the houses. The new lower retaining wall would be set back from the property line to provide an area for landscaping. This retaining wall would be a pile-and-grouted anchor support wall, anchored in stable layers of earth, combined with a graded 2:1 slope. The anchors would be deepened as needed to enhance the overall stability of the Project Site. This retaining wall will range from less than 2 feet tall at its lowest point to about 40 feet at its tallest point, which is lower in height than the original hillside retaining walls on the Project Site. The elevation at the top of the retaining wall at its highest point would be approximately 521 feet. This is about 9 feet lower in elevation than the top of the original hillside retaining wall and about 34 feet lower than the top of the existing hillside retaining wall on the upper portion of the Project Site.

In addition, construction of a new upper retaining wall is proposed on the slope above the proposed single-family residences. This wall would have a maximum of 41 feet.

Permanent ground anchors would be constructed on top of the natural slopes as well as on some of the proposed cut slopes in bedrock. Geogrid reinforcement would also be installed on all fill slopes taller than approximately ten feet. Specific locations of the stabilization measures and cross-section analysis are shown in **Figure 5.3-3: Cross Sections A Through H Analysis** and **Figure 5.3-4: Cross Sections I Through Q Analysis**.

Mitigation Measures (MM) GEO-1 would ensure proper site preparation and removal of unstable soils as well as the safety of surrounding properties, including the neighboring property on Abajo Drive, during site preparation and soil removal. Implementation of **MM GEO-1** would also ensure that the slope would be properly stabilized and remediated, and that the Project Site development design and maintenance would be developed in a way that provides stability for the proposed single-family residences and safety of adjacent properties, including the neighboring property on Abajo Drive.



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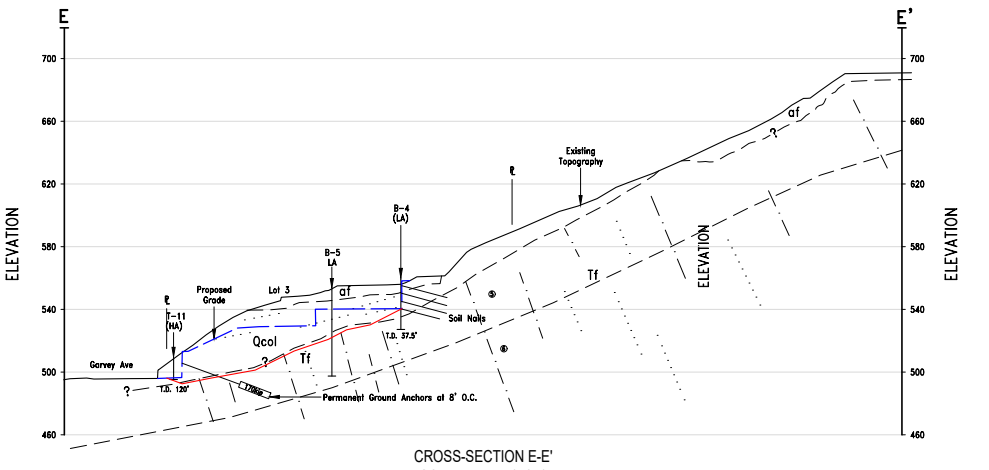
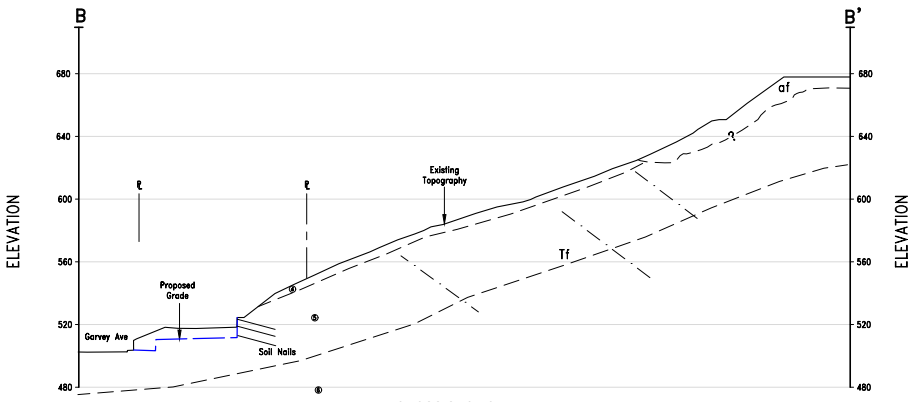


CROSS-SECTION E-E'
SCALE: 1"=40' (H&V)



CROSS-SECTION B-B'
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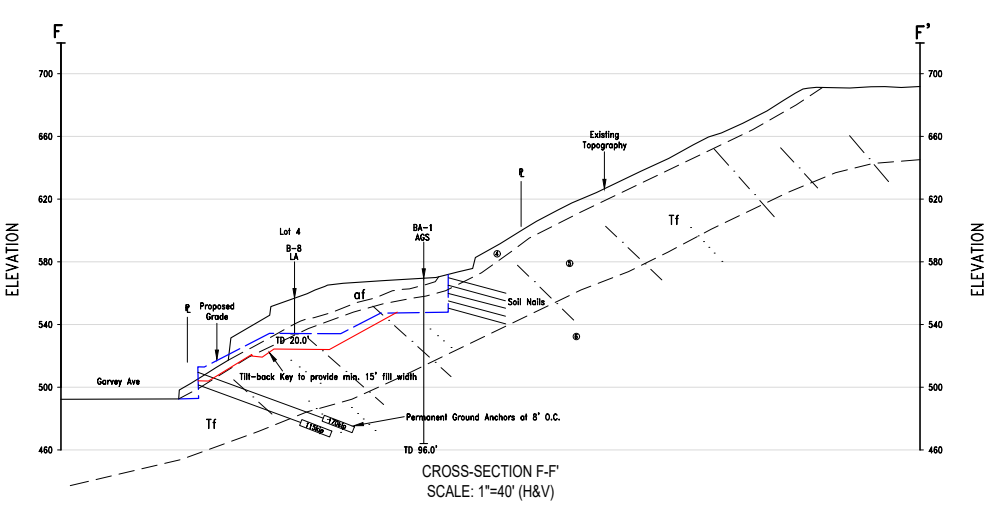

CROSS-SECTION F-F'
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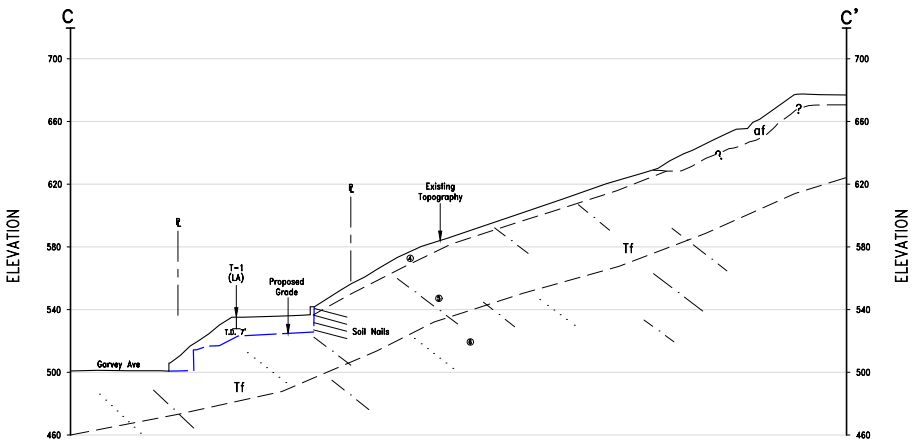

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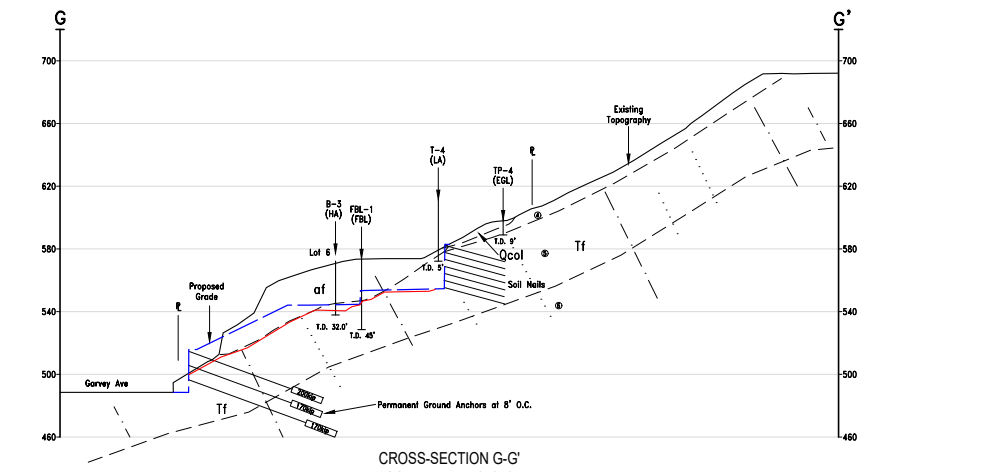


CROSS-SECTION G-G'
SCALE: 1"=40' (H&V)

CROSS-SECTION D-D'
SCALE: 1"=40' (H&V)

CROSS-SECTION H-H'
SCALE: 1"=40' (H&V)

LEGEND

LIMITS OF REMOVALS OR KEYWAY (BACKFILL WITH NATIVE SOILS)

⑥ BEDROCK SOIL TYPE (See Table 6.5 in Report)

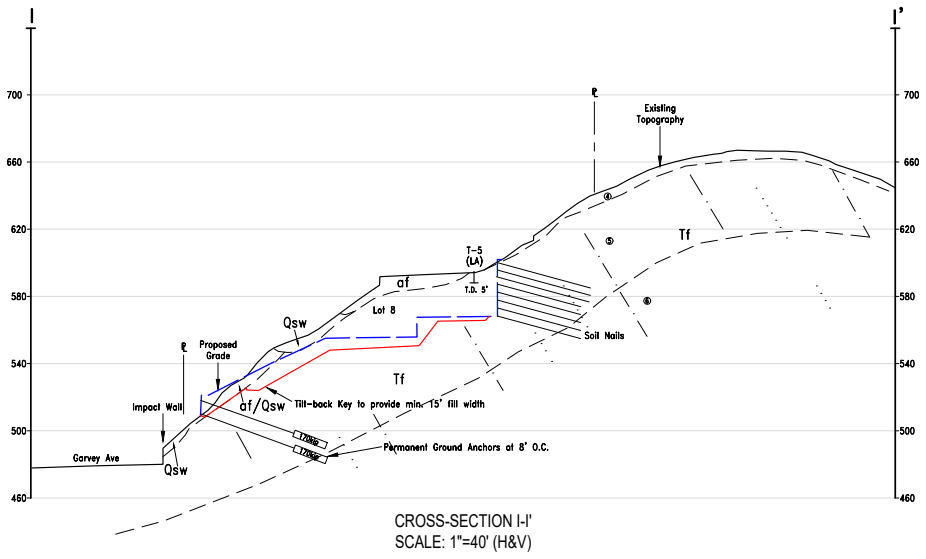
NOT TO SCALE

SOURCE: Advanced Geotechnical Solutions, Inc. – April 2020

FIGURE **5.3-3**

Meridian Consultants

Cross Sections A Through H Analysis



CROSS-SECTION I-I'
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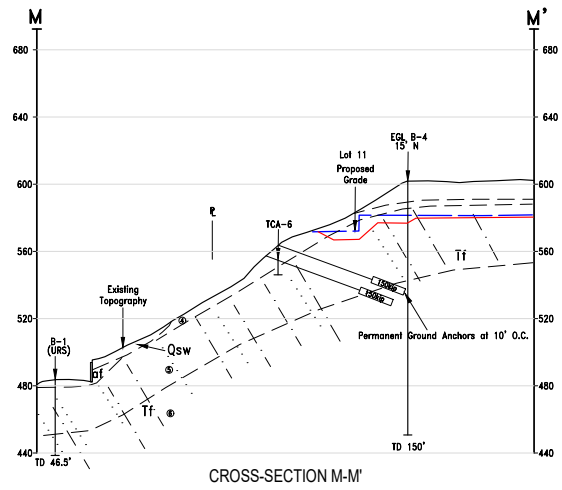

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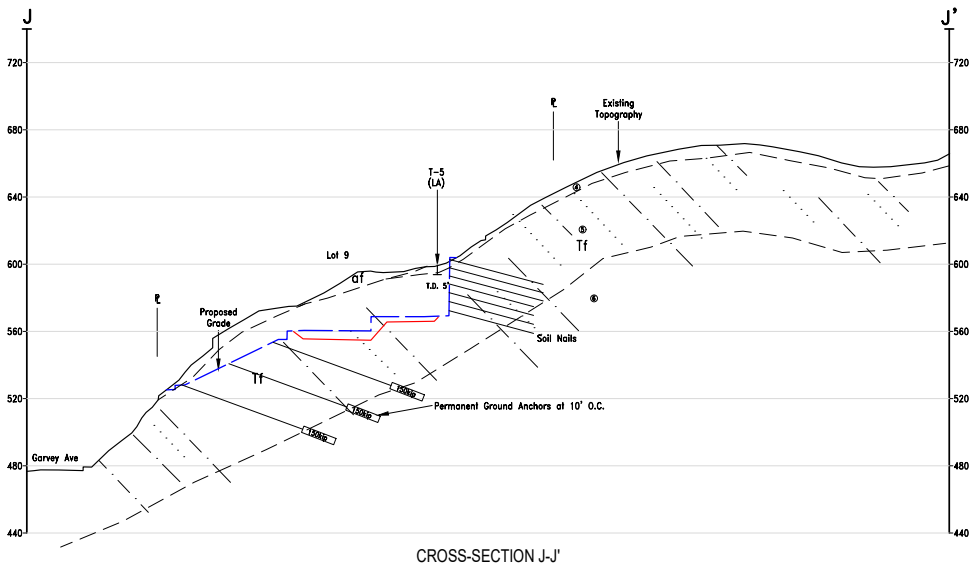

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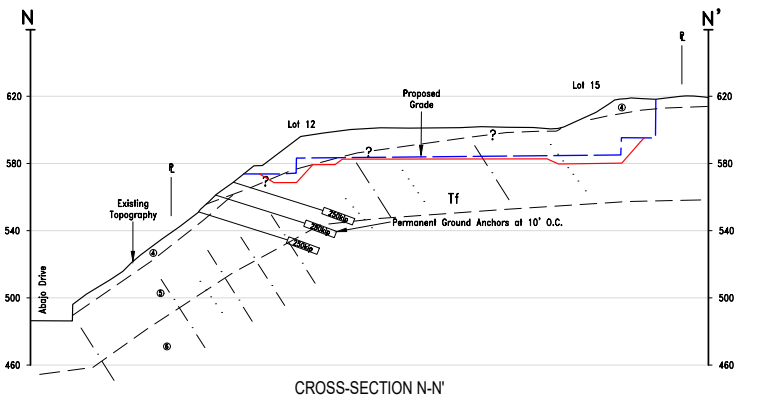

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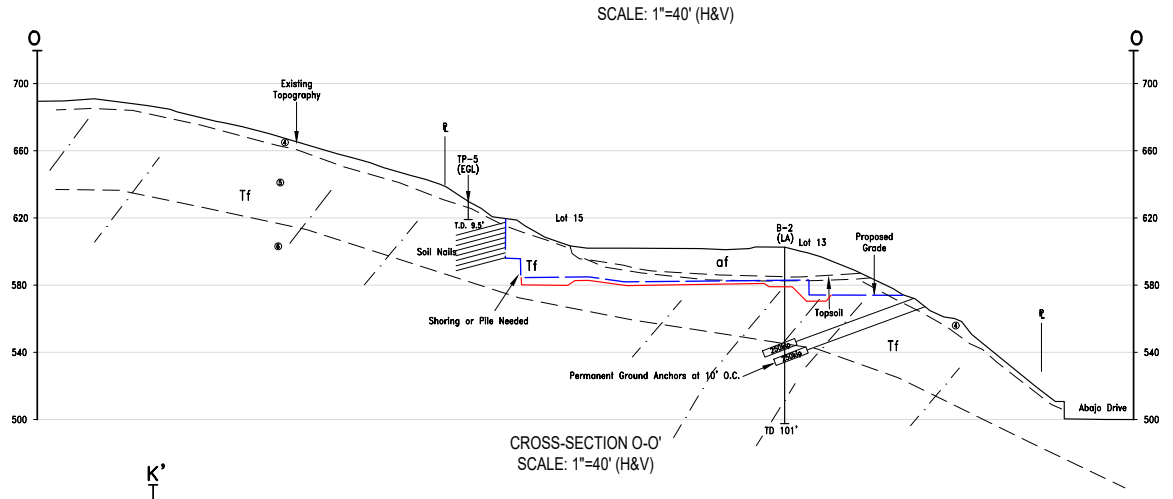

CROSS-SECTION O-O'
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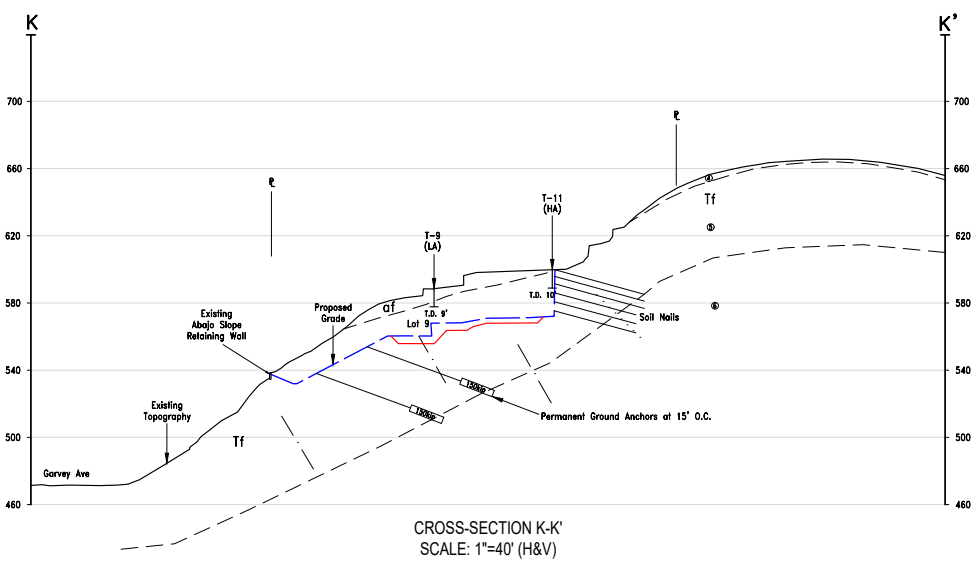

CROSS-SECTION K-K'
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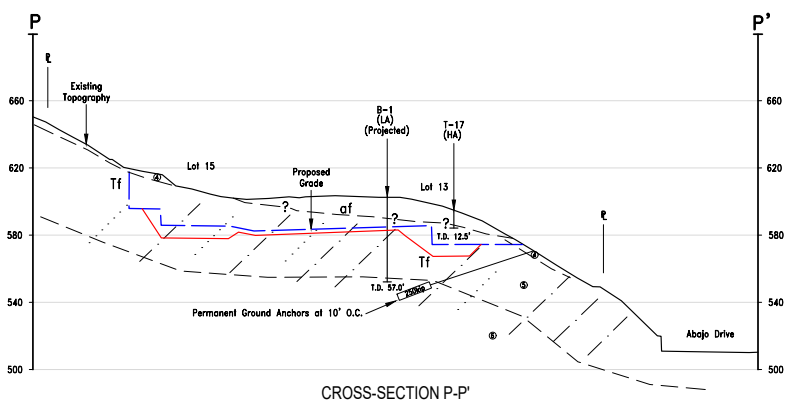

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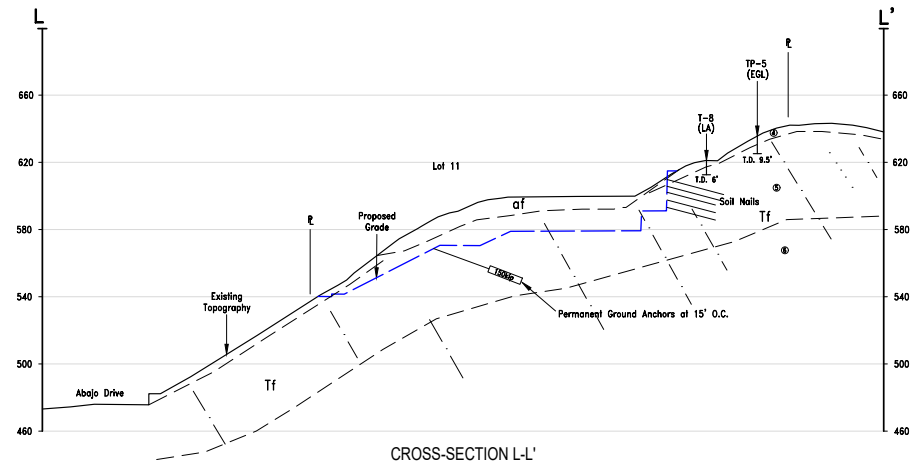

CROSS-SECTION L-L'
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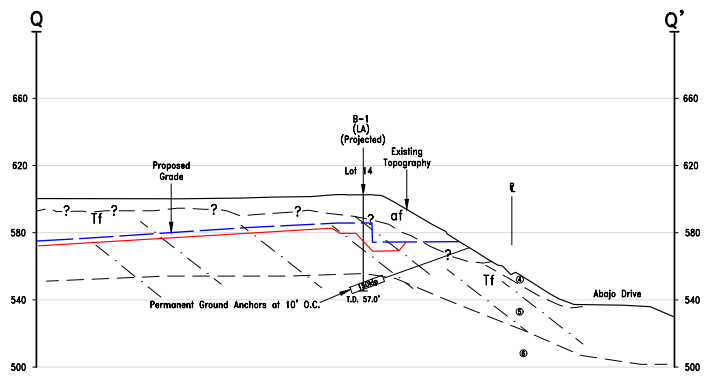


CROSS-SECTION Q-Q'
SCALE: 1"=40' (H&V)

NOT TO SCALE

SOURCE: Advanced Geotechnical Solutions, Inc. – April 2020

FIGURE **5.3-4**

Meridian Consultants

Cross Sections I Through Q Analysis

273-001-19

Additionally **MM GEO-1** would require a geotechnical consultant to provide geologic and geotechnical observations, testing, and mapping throughout grading and construction of the new retaining walls in order to make any necessary and appropriate changes to the proposed stabilization measures in response to conditions on the Project Site.

The proposed remedial grading is designed to support the proposed improvements on the Project Site. However, there are some areas on-site that are considered potentially unstable. Improvements should not be constructed in these areas without further analysis and potential mitigation.

Upon completion of the remedial grading, the potential for seismically-induced land sliding is considered low. Pseudo-static slope stability analyses were prepared of for the slopes as designed (**Appendix C**). These analyses demonstrate the new manufactured slopes will have a low potential for seismically-induced land sliding due to the advanced design and continued maintenance of the slopes. With implementation of **MM GEO-1,** the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides and impacts would be reduced to less than significant.

Threshold 5.3-2 Would the Project result in substantial soil erosion or the loss of topsoil?

The Project Site is underlain by a soil profile of clay loam at the surface, with clay, clay loam, and sandy loam as far as almost five feet below surface.[12] These soils have a wind erodibility rating of six; with one being most susceptible and eight being least susceptible.[13]

The slope on West Garvey Avenue failed after the Project Site was previously graded for residential development. Erosion occurred on the Project Site. Temporary nuisance abatement measures including plastic sheeting, sandbags, and other measures were implemented to control erosion.

The proposed removal of the existing retaining walls, grading of the Project Site, and construction of new retaining walls will create a temporary increase the potential for erosion during construction, however the implementation of **MM GEO-1** would utilize fill slope construction and design requirements to reduce the potential for erosion impacts during construction to a less than significant level. Fill slopes on the Project Site are designed at 2:1 ratios horizontal: vertical (H:V) or shallower. The highest anticipated fill slope is approximately 30 feet high. Fill slopes will be subject to surficial erosion and as required by **MM GEO-1**, will be landscaped as quickly as possible to further reduce potential for erosion.

12 U.S. Department of Agriculture Soil Conservation Service, *Web Soil Survey.* Accessed March 2020.
13 U.S. Department of Agriculture Soil Conservation Service, *Web Soil Survey.* Accessed March 2020.

As further described in **MM GEO-1**, fill slopes may be constructed by overbuilding and cutting back to the compacted core or by back-rolling and compacting the slope face. Proper moisture control will enhance the long-term stability of the finish slope surface.

Additionally, natural slopes along Abajo Drive may be subject to potential local surficial erosion and local surficial slope instabilities. Implementation of **MM GEO-1** would identify "Restricted Use Areas" on the Project Site that would restrict certain improvements or uses in these areas to help prevent any erosion.

With implementation of **MM GEO-1,** the Project would not result in substantial soil erosion or the loss of topsoil and impacts would be less than significant.

Threshold 5.3-3 Would the Project be located on a geologic unit 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?

The Project would be constructed on a hillside area, on soils which are unstable and susceptible to sliding. The Project would include complete removal of the existing retaining walls and existing unstable soils on the Project Site, and remedial grading of the hillside and installation of new retaining walls as described previously.

The potential for mass wasting will be mitigated to less than significant levels on the site by the proposed remedial grading and the construction of the proposed stabilization keyways and walls. Potentially unstable areas are located above and below the site. There is a minor potential for debris flows to be generated on the ascending off-site slopes above the development. The construction of catchment areas and diversion walls will mitigate the risk from debris flows risk to a less than significant level.

Implementation of **MM GEO-1** would ensure proper site preparation and removal of unstable soils. Implementation of **MM GEO-1** would ensure that the slope would be properly stabilized and remediated, and that the Project Site would be developed and maintained in a manner that provides stability for the proposed single-family residences.

Table 5.3-1: Project Site Seismic Design Parameters summarizes design criteria for the Project Site obtained from the 2019 California Building Code, as adopted by the MPMC. The values presented in **Table 5.3-1** are for the risk-targeted maximum considered earthquake (MCE), defined as an earthquake that results in ground motions that have a two percent chance of being exceeded in 50 years (a 2,475-year recurrence interval). The peak ground acceleration (PGAM) for the Project Site was obtained from the USGS web-based ground motion calculator. The USGS program indicates a PGAM of 0.987g for the Project Site. Based on information derived from the subsurface investigation, the Project Site is classified as Site Class C, which corresponds to a "Very Dense Soil and Soft Rock" Profile. However, depending on the

amount of fill placed on-site, Site Class D, which corresponds to a "Stiff Soil" Profile, may apply to some of the finished pads, applied on a lot by lot basis. This information and the Project Site coordinates were used to calculate the ground motions for the Project Site.

In addition, after completion of the Project, maintenance of improvements is necessary to ensure the long-term safety of structures and slopes to avoid potential impacts. The homeowners will need to implement certain maintenance procedures to the proposed drainage improvements to maintain the stability of the slopes. **MM GEO-1** would require specific maintenance procedures to be followed to maintain slope stability, including the following.

Table 5.3-1
Project Site Seismic Design Parameters

Mapped Spectral Acceleration (0.2 sec Period), S_S	1.985 g
Mapped Spectral Acceleration (1.0 sec Period), S_1	0.714 g
Site Class	C
Site Coefficient, F_a	1.2
Site Coefficient, F_v	1.4
Adjusted MCE_R[1] Spectral Response Acceleration Parameter at Short Period, S_{MS}	2.382 g
1-Second Period Adjusted MCE_R[1] Spectral Response Acceleration Parameter, S_{M1}	0.999 g
Short Period Design Spectral Response Acceleration Parameter, S_{DS}	1.588 g
1-Second Period Design Spectral Response Acceleration Parameter, S_{D1}	0.666 g
MCE_G peak ground acceleration, PGA	0.859
Site amplification factor at PGA	1.2
Site modified peak ground acceleration, PGA_M	1.03
Seismic Design Category	D

Notes: [1] Risk-Targeted Maximum Considered Earthquake

First, slope planting must consist of ground cover, shrubs and trees that possess deep, dense root structures and require a minimum of irrigation. Next, roof, pad, and lot drainage will be collected and directed away from structures and slopes and toward approved disposal areas. The Project must include designed fine-grade elevations to be maintained through the life of the structures, or if design fine-grade elevations are altered, adequate area drains would be installed in order to provide rapid discharge of water away from structures and slopes. Residents and homeowners must be notified that they are responsible

for maintenance and cleaning of all drainage terraces, downdrains, and other devices that have been installed to promote structure and slope stability. Residents, homeowners, and the Homeowner Association would be advised of their responsibility to maintain irrigation systems. Leaks would be repaired immediately. Sprinklers would be adjusted to provide maximum uniform coverage with a minimum of water usage and overlap. Overwatering with consequent wasteful run-off and ground saturation would be avoided. If automatic sprinkler systems are installed, their use must be adjusted to account for natural rainfall conditions. Finally, residents and homeowners would undertake a program for the elimination of burrowing animals. This would be an ongoing program in order to maintain slope stability.

With implementation of **MM GEO-1**, the Project would not potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, caused in whole or in part by the Project's exacerbation of the existing environmental conditions and impacts would be less than significant.

Threshold 5.3-4 Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

During inclement weather and/or excessive landscape watering, moisture infiltrates the soil and causes the soil to heave (expansion). When drying occurs the soils shrink (contraction). Repeated cycles of expansion and contraction of soils can cause pavement, concrete slabs on grade, and foundations to crack. According to the General Plan, the City is underlain by sandy and clay-like soils. On level ground, these soil types do not pose any significant development constraints while in hillside areas, the soils can be unstable and susceptible to sliding.[14]

Implementation of **MM GEO-1** would ensure that all necessary bedrock cut exposing highly over-consolidated, expansive material would be removed. Implementation of **MM GEO-1** assumes that for preliminary estimating purposes, post-tensioned foundations would be designed assuming a "high" expansion potential for the foundations. Additionally, **MM GEO-1** would ensure that soils with an expansion index greater than 50 must not be used as backfill for any retaining walls. Expansion index test is an indication of swelling potential of soil, as seen in **Table 5.3-2: Classification of Expansion Soil**.

14 City of Monterey Park General Plan, *Safety and Community Services Element, Geological & Seismic Hazards.* Accessed March 5, 2020.

Table 5.3-2
Classification of Expansion Soil[1]

Expansion Index	Potential Expansion
1 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
Above 130	Very High

Notes: [1] ASTM D4829-19, Standard Test Method for Expansion Index of Soils

The introduction of water into the sub-surface soils has the potential to create future problems both on the Project Site and to adjacent properties, such as the property along Abajo Drive adjacent to the east side of the Project Site. The water may migrate beneath existing structures on the Project Site or those that neighbor the Project Site, causing a nuisance or even localized settlement or movement of expansive soils. The introduced water may daylight on downslope faces and could potentially destabilize slopes. Storm water should be entirely conveyed to an approved off-site disposal location to prevent water from migrating beneath any existing improvements, engineered fills, or slopes. **MM GEO-1**provides specific measures that would ensure that water would be directed away from the Project Site and would prohibit the use of infiltration devices on the Project Site. Further, implementation of **MM GEO-1** would inform the residents, homeowners, and Homeowners Association of their individual requirements to provide proper drainage on their lots and proper irrigation on the slopes.

With implementation of **MM GEO-1**, the Project location on expansive soil would not create substantial direct or indirect risks to life or property caused in whole or in part by the project's exacerbation of the existing environmental conditions, and impacts would be less than significant.

Threshold 5.3-5: Have 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?

The Project Site is located in a developed portion of the City and is served by a wastewater collection, conveyance, and treatment system operated by the LACSD. No septic tanks or alternative disposal systems are proposed. Thus, impacts would not occur.

Threshold 5.3-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

A significant impact would occur if incompatible land uses or development adversely affected paleontological resources by excavating native undisturbed soils thereby hindering the paleontological resources ability to yield information on the evolutionary relationships and developmental trends among organisms, living or extinct.

As described in **Section 5.6: Land Use and Planning**, the Project would remain consistent with existing designations and would not cause an incompatible land use. Additionally, the potential for an impact to previously undisturbed paleontological resources or geologic features is low due to the fact that the Project Site was previously graded. Accordingly, the Project would not excavate native undisturbed soils. However, should paleontological resources be encountered during excavation activities, requirements of PRC Section 21083.2 would be followed. With regulatory compliance, any potential paleontological impacts of the Project would be less than significant.

CUMULATIVE IMPACTS

Geologic hazards, such as landslides, soil erosion, lateral spreading, and expansive soils, exist within the Project Site, and because the entire region is seismically active, the Project will be subject to seismic risks similar to those for other developments identified in the related projects list provided in **Section 3.0: Environmental Setting**, and those located throughout the City and surrounding areas.

The geographic context of the analysis of landslides, soil erosion, lateral spreading, and expansive soils are site specific rather than cumulative in nature. This is because each development site has unique geologic considerations that would be subject to uniform site development and construction standards. In this way, potential cumulative impacts resulting from geological, seismic, and soil conditions would be reduced to less than significant level on a site-by-site basis by implementation of specific design requirements pursuant to the California Building Code, as well as adherence to applicable local standards.

None of the related projects are in close proximity to the Project Site to result in cumulative geology and soils impacts. The closest related project is the City Ventures Housing Project, located approximately 2.4 miles northeast of the Project Site in the City of Alhambra. Therefore, the Project would not contribute to any significant cumulative geology and soils impacts.

MITIGATION MEASURES

The following mitigation measure would reduce the Project's geology and soil impacts to less than significant:

MM GEO-1: The Project must comply with all recommendations of the Geotechnical Report *Review of Vesting Tentative Tract Map 75033, 1688 West Garvey Avenue, Monterey Park, California*, dated April 14, 2020 including, without limitation, complying with recommendations from Advanced Geotechnical Solutions, Inc. This Geotechnical Report is provided **in Appendix C: Geotechnical Report** of this Draft EIR.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of **Mitigation Measure MM GEO-1** would ensure potential impacts related to geology and soils would be less than significant.

MM GEO-1 will mitigate potential impacts related to proper site preparation, removal of unstable soils, retaining wall construction and design requirements to stabilize the hillside, fill slope construction and design requirements to reduce the potential for erosion, Restricted Use Areas (RUAs), drainage and landscaping, foundation design for the proposed single-family homes and proper site maintenance to maintain slope stability for the proposed single-family homes.

All grading must be completed under the supervision of the Project's designated Geotechnical Consultant and in compliance with applicable law. Loose soil, landslide debris, and weak bedrock must be removed from areas to be filled with new or reused soils. The extent of removal must be determined during grading at the Project Site under the supervision of the designated Geotechnical Consultant. Any soil removed from the existing hillside on the Project Site must be free of any harmful leftover materials prior to conditioning for reuse. Vegetation, trash, debris, and any harmful materials on the Project Site must be removed before the reconditioning of the hillside soils. Retaining walls on the hillside must be removed and placed off-site. Any remaining retaining walls above where grading of the Project Site occurs must be assessed for either removal or stabilization. Stable bedrock must be identified underneath upper soil layers prior to the remediation of the Project Site hillside. Soil or artificial soil materials found during grading is eligible for reuse provided and must be free of harmful debris.

Failing crib-type retaining walls on the Project Site must be removed to stabilize the soil within the hillside. Anchor-supported retaining walls must be constructed along the Project Site facing West Garvey Avenue. Geogrid reinforcement must be used on slopes taller than ten feet. Anchor field testing must be conducted during construction to determine achievable resistance levels. Corrosion protection must be provided for

the anchors assuming a design life of 50 years. Anchors must be tested to at least 133% of the design capacity. Ground anchors must be anchored to reinforced concrete or shotcrete blocks. Bearing capacity must be dependent on the depth, size, and materials encountered as approved by the Project's Geotechnical Engineer. The pile and anchor wall system proposed along West Garvey Avenue must be constructed in both cut slope and fill slope design types with piles installed first and anchors attached after installation. A Geotechnical Engineer must evaluate the stability of the final wall design. Soil-nail-type retaining walls must be used on upper portions of the hillside for stabilization. The soil nail wall and drain above the wall must be designed to accommodate any colluvium materials which typically accumulate at the foot of steep slopes. Future maintenance of the soil nail wall must be accounted for in design and construction.

All fill materials must follow compaction standards determined by ASTM Standard D1557.[15] Mixing and moisture control of soil materials is required to prevent layering of different soil types and different moisture levels. Any required imported soils must consist of compatible contents similar to the on-site soils and be free of trash, debris, or harmful materials. Soils with an expansion index greater than 50 must not be used as backfill for any retaining walls. Imported soils must be tested and approved by the Project's Geotechnical Consultant within a provided window of three working days. Fill slopes must be constructed by overbuilding and cutting back to the compacted soil core or by back-rolling with a vibratory roller to compact the soil on the slope face. Spilled fill soils must be removed before soil compaction. Seeding and planting of the hillsides must occur as soon as is practical to prevent erosion of the slope face. Oversized rocks may be incorporated into the compacted fill soils within ten feet of the finished hillside or within two feet of the deepest utilities.

In locations where the Project Site hillside is irregular and unstable soil removal is difficult, a reduced removal criteria must be implemented with approval of the City and review of the Geotechnical Consultant. Where steepness of the natural hillside exceeds a five-horizontal to one-vertical ratio, or where designated by the Project's Geotechnical Consultant, compacted soils and/or fill materials must be benched to provide cave-in on workers during construction. All haul roads, ramp fills, and tailing areas must be removed before new fill soils are placed. RUAs identified on the proposed Vesting Tentative Map may have unstable soils and may need additional structural improvements. Passive land uses such as walkways, access roads, or fences may be placed in the RUAs subject to review and approval by the Project's Geotechnical Consultant and the City. RUAs must be disclosed to future homeowners and must be shown on the grading report. If off-site landslides occur, the Homeowner Association must take corrective action to protect the Project Site. Where steepness of the natural hillside exceeds a five-

[15] ASTM International, ASTM D1557, Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort, https://www.astm.org/Standards/D1557, accessed February 2, 2021

horizontal to one-vertical ratio, or where designated by the Project's Geotechnical Consultant, compacted soils and/or fill materials must be benched to provide cave-in on workers during construction.

The Project's civil engineer must survey fill keys and backdrains on the hillside prior to final approval by a geotechnical engineer to verify placement based on slope steepness. Canyon subdrains are required. Drains must be placed in the lowest point of the constructed canyon to dispose of infiltrating water. Outletting of the subdrains require coordination with the Project's civic engineer to determine facilities to accept the drain water. Backdrain locations must be determined by the Geotechnical Consultant during the grading period. Water seepage identified in the hillside soils during grading must be evaluated by the Project's Geotechnical Consultant. If water seepage is excessive, additional drains must be installed per the direction of the Geotechnical Consultant. Infiltration devices must not be used on the Project Site. Stormwater must be routed to an approved off-site disposal location to prevent water migration beneath proposed improvements to the Project Site. The Project site must provide adequate lot drainage away from proposed single-family homes through the use of planter areas with drains, gutters and downspouts on roofs and raised planters. Testing must be completed during grading to verify the sulfate exposure class in the soils is adequate for the Project Site. Accordingly, future homeowners must be advised of their responsibility to maintain existing conditions. pH testing of corrosivity of soils in relation to metallic construction materials must be conducted during grading to verify if any construction materials need specified protection.

Future building foundations must be dug deep into the hillside and stabilized to support future structures. In lieu of this, poles must be mounted in bedrock to support future building foundations and structures. Due to the potential for variables in soil settlement and steep slopes on the Project Site, the proposed single-family homes must be built on mat foundations, posttensioned foundations, and/or deep foundations. Final foundation design parameters must be provided in the final grading report and evaluated on an individual basis by the Project's Geotechnical Consultant. Cantilever type retaining walls must be used for basements and between adjacent lots. Retaining walls with natural slopes above the wall must be designed with upslope drainage conditions in mind, including presence of natural swales, previous drains and/or vegetation. These retaining walls must accommodate off-site drainage and the possible collection of small amounts of debris. For the retaining wall located above Lot 16 and a portion of Lot 15, the wall located below the uphill slope must be designed with a minimum freeboard height of 3 feet and/or a larger drainage swale must be provided. Setback distances must be implemented to account for potential movement of block walls constructed on top of slopes consistent with the Geotechnical Report. Setbacks must range from 4 feet to 8.5 feet depending on associated slope height. To comply with setback requirements, walls must be supported on a caisson and grade beam system. The grade beam must be designed to withstand lateral forces. Control joints must be included in construction to reduce potential for uncontrolled cracks in walls. Side yard fences and walls must be separated from rear yard walls and the

proposed single-family homes. Homeowners and residents must be notified of the requirement by the Homeowner Association to perform the following maintenance activities on a regular basis: slope planting limitations, lot drainage procedures, slope irrigation procedures and burrowing animal procedures. As mentioned above, if off-site landslides occur, the Homeowner Association must take corrective action to protect the Project Site.

The Project's Geotechnical Consultant must review retaining wall plans and calculations; final rough grading plans signed and stamped by a Geotechnical Engineer of Record; precise grading plans; and foundation plans for the individual lots. Continuous geological surveying, mapping, and sampling must be provided as determined necessary by the Project's Geotechnical Consultant. Final design recommendations must be provided in a grading report based on observations and results collected during the grading of the Project Site. Accordingly, implementation of **Mitigation Measure MM GEO-1** would ensure potential impacts related to geology and soils would be less than significant.

5.4 LAND USE AND PLANNING

INTRODUCTION

This section of the Draft EIR provides an analysis of the potential land use and planning impacts of the Proposed Project. The analysis in this section evaluates whether the Project would be consistent with applicable land use policies. In addition, the potential for cumulative land use impacts is evaluated.

Before the preparation of this Draft EIR, an Initial Study (see **Appendix A.3**) was prepared using the CEQA Guidelines Appendix G Environmental Checklist Form to assess potential environmental impacts associated with land use. The Initial Study determined additional analysis of the following land use and planning topic was not required in this Draft EIR because impacts are not significant:

- Physically divide an established community.

Though this land use and planning topic was already scoped out in the Initial Study as having impacts found to be less than significant, it is included in this section for purposes of information.

ENVIRONMENTAL SETTING

Existing Conditions

Local Setting

The City encompasses approximately eight square miles, nearly all of which are developed with urban land uses. The City's Sphere of Influence (SOI) includes the unincorporated community of South San Gabriel located adjacent to the City's eastern boundary south of Graves Avenue between New Avenue and San Gabriel Boulevard. The entire area encompasses 4,270 net acres, not including public street right-of-way, with approximately 3,980 net acres within the corporate City limits and an additional 289 net acres within the City's SOI, not including public street right-of-way.

Project Site

The Project Site is located at 1688 West Garvey Avenue, south of West Garvey Avenue between Casuda Canyon Drive and Abajo Drive, as shown in **Figure 3.0-2: Project Location Map**. The Project Site consists of a single 6.2 acre parcel (Assessor's Parcel Number 5254-002-031). The Project Site is located on a hill approximately 600 feet AMSL and approximately 150 feet above the intersection of West Garvey Avenue and Abajo Drive.

The City Council adopted the 2040 General Plan Land Use and Urban Design Element in June 2020; it was ratified by the voters in the November 2020 election, and became effective in December 2020.

The Project Site is designated Low Density Residential, as shown in **Figure 5.4-1: Monterey Park 2040 Land Use Map**. The Low Density Residential land use designation allows one residential unit per lot with private open space at a density of up to 8 units per acre.[1]

The current zoning designation of the Project Site is High-Density Residential (R-3), which allows up to 25 units per acre as the maximum density. This designation was consistent with the previous High Density Residential Land Use Designation for the Project Site but is not consistent with the current Low Density Residential Land Use Designation. The Proposed Project includes a proposed zone change to Specific Plan. The proposed 1688 W. Garvey Ave. Specific Plan would allow the development of 16 single-family homes, consistent with the Low Density Land Use Designation for the Project Site. Due to the physical configuration of the site, and the constraints to development from the existing slopes, slope failures and need to regrade the site to create stable slopes, the area available for residential development is limited. The portion of the site available for development can accommodate the 16 homes proposed but is not sufficient in size or configured to accommodate development of additional residential units. Accordingly per Government Code Section 66300(f), the proposed 16 single-family residences proposed under the Specific Plan would implement the General Plan Low Density Residential Land Use designation by allowing for new housing to be constructed in the City, which is the primary objective of Government Code Section 66300.

Surrounding Uses

The Project Site is bordered by West Garvey Avenue on the north and east and Abajo Drive to the east and south as shown in **Figure 4.0-1: Surrounding Uses** in **Section 4.0: Project Description** of this Draft EIR. St. Steven's Serbian Orthodox Church is located north of the Project Site and Garvey Avenue, with single-family residences located north of the church. The Abajo del Sol senior apartment complex is located east of the Project Site between Abajo Drive and South Fremont Avenue. Auto repair uses are located between South Fremont Avenue, Garvey Avenue, and Monterey Pass Road. Single-family residences are located west of the Project Site.

As shown in **Figure 5.4-1**, surrounding land use designations within the City include Low Density Residential (LDR) to the west and Employment/Technology (E/T) to the south. The Project Site is bound by the City of Alhambra to the north and east. As shown in **Figure 5.4-2: Alhambra Land Use Map**, surrounding land use designations within the City of Alhambra include, Limited Multiple Family Residential (R-2) and Professional Office (PO) to the north, and Single Family Residential (R-1) to the east.

1 City of Monterey Park, *General Plan: Land Use and Urban Design Element*, http://www.montereypark.ca.gov/1324/Revised-2040-Land-Use-Element, accessed August 28, 2020..

Regulatory Setting

Regional

Southern California Association of Governments

SCAG is the federally designated Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The SCAG region encompasses a population exceeding 18 million persons in an area of more than 38,000 square miles. SCAG develops long-range regional transportation plans including the SCS for regional growth forecasts, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans.

SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

The SCAG 2016 RTP/SCS is a long-term vision of how the region will address regional transportation and land use challenges and opportunities. The 2016 RTP/SCS identifies goals, which are intended to help carry out SCAG's vision for improved mobility, a strong economy, and sustainability. The guiding policies for the 2016 RTP/SCS are intended to help focus future investments on the best-performing projects and strategies to preserve, maintain, and optimize the performance of the existing transportation system.

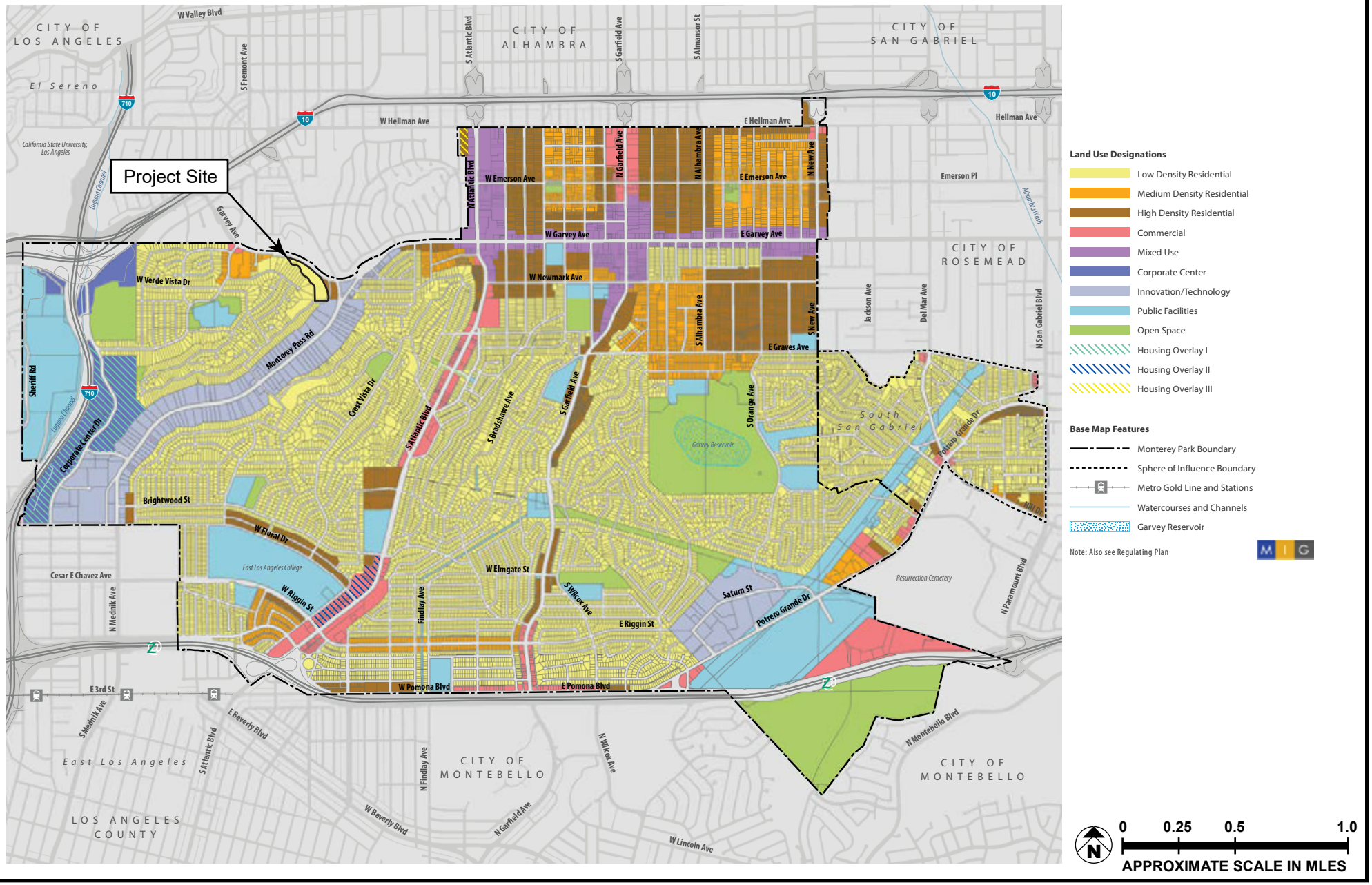
In April 2016, the Regional Council of SCAG adopted the 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS, SCAG continues to emphasize sustainability and integrated planning, through a vision based on three principles that collectively work as the key to the region's future: mobility, economy, and sustainability.

Local

City of Monterey Park

Monterey Park General Plan

The General Plan, adopted in 2001, is a guide for the physical development of the City. The General Plan defines the community's vision and guides growth, change, and development over a 20-year period. The General Plan sets the course of all planning efforts, both City-initiated and developer-proposed. The General Plan has seven elements: Land Use, Circulation, Safety and Community Service, Resources, Economic Development, and Housing.



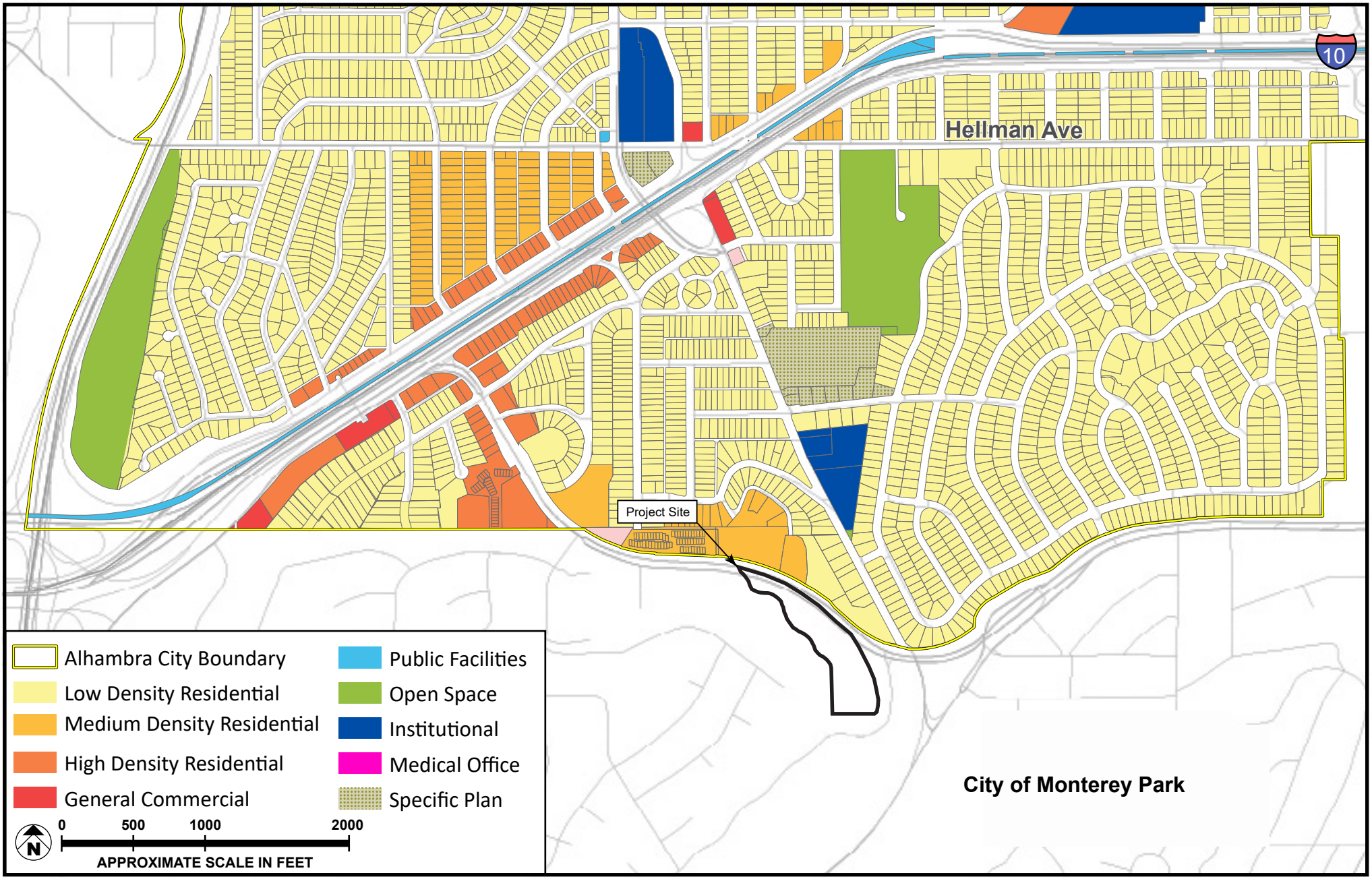
SOURCE: City of Monterey Park and MIG - December 2019

FIGURE **5.4-1**

Monterey Park 2040 Land Use Map

Meridian Consultants

273-001-19



SOURCE: City of Alhambra Land Use Map, LA County Assessor Data - 2019

FIGURE **5.4-2**

Meridian Consultants

Alhambra Land Use Map

273-001-19

Monterey Park Land Use Element

The 2040 Land Use and Urban Design Element addresses how vacant properties will be developed over time and the extent to which private and public redevelopment efforts will change, intensify, or otherwise modify current uses of property Citywide. The Land Use Plan identifies the planned distribution and development intensities of all land uses and identifies specific goals the City will pursue within designated focus areas.

The relevant Citywide and Residential goals in the 2040 Land Use Element are:[2]

- **Goal 3:** Distinctive, complete residential neighborhoods that enhance the quality of life and promote a healthy community.
- **Goal 4:** A built environment that is resilient and promotes health and wellness.
- **Goal 5:** A community that is equitable and inclusive.
- **Goal 6:** Accommodating all household sizes and income levels with a variety of housing types.
- **Goal 7:** Enhanced neighborhood character.
- **Goal 8:** High-quality residential design.
- **Goal 9:** Increase in homeownership.

Monterey Park Circulation Element

The broad purpose of the Circulation Element is to define a safe, efficient, and adequate circulation system in the City that responds to all circulation needs. Circulation means the actual physical circulation system consisting of freeways, streets, bicycle routes, sidewalks, and trails, as well as modes of transportation, including cars, buses, trucks, trains, bicycles, ridesharing, and walking. This element examines the transportation requirements of a diverse population and establishes appropriate polices.

Monterey Park Safety and Community Service Element

In the City, public safety represents a primary concern to the citizenry. People recognize that a low crime rate, good emergency response services, and limited or controlled exposure to hazardous environmental conditions all contribute to the overall livability of their community. Equally important contributors to community health and safety are the service systems and utility infrastructure. Reliable water and sewer systems, adequate storm drains and flood control facilities, and dependable refuse collection service guard against threats to public health. Community safety and service issues relevant to the City are:

2 City of Monterey Park, *General Plan: Land Use and Urban Design Element,* http://www.montereypark.ca.gov/1324/Revised-2040-Land-Use-Element, accessed August 28, 2020.

- Geologic and Seismic Hazards
- Flood Hazards
- Noise
- Hazardous Materials
- Solid and Hazardous Waste
- Fire and Police Protection Utilities and Service Systems

Monterey Park Resources Element

Since the City is a built-out urban community, the city offers few "natural" resources such as forests or wildlife habitat or agricultural land. This Resources Element, therefore, directs policy toward preserving those resources important in the urban environment of the City and critical to preserving the City's heritage for future generations. These resources are:

- City parks and other improved open space areas
- Historic resources
- Water resources Air quality

Monterey Park Economic Development Element

The Economic Development Element establishes goals and policies to guide City efforts to maintain an economically viable community. In this sense, economically viable means providing a range of housing and employment opportunities that meet the needs of residents and workers alike, that attract families and businesses to create demand for planned land uses, and that establish and fund public service levels to preserve the City's quality of life.

Monterey Park Housing Element

The Housing Element specifies ways in which the housing needs of existing and future resident populations can be met. State law requires Housing Elements to be every four or eight years. The City's current Housing Element covers a period extending from January 2014 through September 30, 2021. The Housing Element' policies and programs include:

- Identification and analysis of existing and projected housing needs, resources, and constraints;
- A statement of goals, policies, quantified objectives, and scheduled programs for preservation, improvement, and development of housing;
- Identification of adequate sites for housing; and
- Adequate provision for existing and projected needs of all economic segments of the community.

State Housing Element law requires the California Department of Housing and Community Development (HCD), in consultation with Southern California Association of Governments (SCAG), to periodically create a plan that summarizes regional housing needs for both existing conditions, as well as for an eight-year planning period mentioned above. This plan, known as the Regional Housing Needs Assessment (RHNA), allocates regional housing needs by income level among member jurisdictions.

The Housing Element establishes the City's priorities for allocating diminishing resources to housing programs. While housing policies do not commit the City to directly producing new housing units consistent with regional housing goals, the Housing Element shows how the City will accommodate the desires of property owners and the development community to provide housing for residents of all income ranges and needs.

Monterey Park Municipal Code

The City's zoning regulations are contained in Title 21 of the MPMC. The zoning regulations include development standards for the zoning districts in the City.

The Project Site is currently zoned R-3. The R-3 zone permits a wide range of land uses, including single or multiple-dwelling uses, community care facilities, public education institutions; government facilities; open space; and a sober living facility use. The R-3 zone also permits conditional uses such as mobile home uses, supportive housing, and nursing and convalescent hospitals. The R-3 zone allows for both attached or detached single family or multiple-family units. The permitted maximum density is twenty-five (25) units per acre.

The maximum height of structures within the R-3 zone is two stories or 30 feet in height as measured from the existing grade.[3] The R-3 zone does not limit the allowable maximum Floor Area Ratio (FAR) but has a minimum lot area of 7,200 square feet per unit.

MPMC section 21.08.080 defines development standards for residential zones including building height, setbacks, and the allowable height for retaining walls on individual residential lots. Residential buildings that that exceed the maximum heights permitted by the MPMC of up to six (6) feet are permitted with a variance.

1688 West Garvey Avenue Specific Plan

As described in **Section 4.0: Project Description**, one of the discretionary approvals of the Project is the adoption of the 1688 West Garvey Avenue Specific Plan (Specific Plan). The Specific Plan permits

3 City of Monterey Park, *Summary of R-3 Development Standards*.

specialized land use regulations and development standards to ensure the Project Site can be safely developed with residential uses consistent with the General Plan. The Specific Plan permits the use of single-family residences and other uses permitted by the MPMC in the R-1 Zone. The Specific Plan allows for only single-family residential uses. The permitted density within the Specific Plan would be a maximum of eight (8) units per acre.

The maximum height of structures within the Specific Plan is three stories or thirty-six (36) feet in height and is measured from the lowest elevation of the existing grade at an exterior wall of the structure to the highest point of the structure. The Specific Plan maximum FAR for lots 6,000 -10,000 square feet is 0.40 and for lots over 10,000 square feet is 0.35.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, the City utilizes CEQA Guidelines Appendix G Guidelines. Appendix G provides that a project may be deemed to have a land use impact if it would:

Threshold 5.4-1: **Physically divide an established community.**

Threshold 5.4-2: **Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.**

Methodology

The determination of the consistency of the Project with applicable land use plans, policies, and regulations is based upon a review of those plans, policies, and regulations that regulate or guide land use decisions at and around the Project Site. The Project is considered to be consistent with the provisions of the identified regional and local plans if it meets the general intent of the applicable plans, policies, and regulations and would not preclude attaining the primary objective of a land use plan, policy, or regulation.

As stated, the analysis below examines the consistency of the Project, including the proposed 1688 West Garvey Specific Plan with the following regional and local plans, policies, and regulations that regulate uses on the Project Site:

- SCAG 2016-2040 RTP/SCS
- Monterey Park General Plan
- Monterey Park Municipal Code

Project Impact Analysis

Threshold 5.4-1: Physically divide an established community.

Uses immediately surrounding the Project Site include multifamily residential units along West Garvey Avenue to the north, the Serbian Orthodox Church along West Garvey Avenue to the northwest, single-family homes along Sombrero Drive to the southwest, and the Abajo del Sol senior apartment complex across Abajo Drive to the east of the Project Site.

The Project Site was previously approved and improved for residential development and is designated for residential development by the Land Use Element of the Monterey Park General Plan. The Project would include the construction of 16 single-family residences on an infill site. Infill sites, as defined by Public Resource Code (PRC) Section 21099(a)(4), are sites within developed urban areas.[4] Although no significant alteration of street patterns is proposed and no separation of uses or disruption of access between land use types would occur because of the Project, the Project does propose a new left turn lane and the removal of a center median. For these reasons, the Project would not significantly disrupt or divide the physical arrangement of the established community and no impacts would occur.

Threshold 5.4-2: Would the Project cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Project includes several proposed discretionary actions including approval of a Specific Plan, a zone change from R-3 to 1688 Garvey Specific Plan, a Development Agreement, and a VTM. The Specific Plan includes development standards and design guidelines to guide the development of the proposed 16 single-family residences on the Project Site.

SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

A discussion of the Project's consistency with the policies applicable to individual development projects in the 2016-2040 RTP/SCS is presented in **Table 5.4-1: SCAG 2016-2040 RTP/SCS Project Consistency Analysis**, below.

4 Public Resource Code (PRC) Section 21099 defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

Table 5.4-1
SCAG 2016-2040 RTP/SCS Project Consistency Analysis

Goals and Policies	Consistency Analysis
Goal 2: Maximize mobility and accessibility for all people and goods in the region.	**Consistent**. The Project Site is located in a residential area in the City. The Project would develop 16 residential units would be served by two public transit stops located at St. Stevens Serbian Church located 0.25 miles to the north and a stop at Garvey Avenue and Abajo Drive located 0.40 miles to the northeast. Both stops serve Metro Bus Route 70 and Spirit Bus Route 4. The location of the Project would provide Project residents and visitors with convenient access to this public transit. The location of the Project is in close proximity to bus access. Therefore, the Project would maximize mobility and access for all people who reside within the Project site and would not impact accessibility for people in the region.
Goal 7: Actively encourage and create incentives for energy efficiency, where possible.	**Consistent**. The Project would comply with applicable provisions of Title 24, the California Green Building Standards Code (CALGreen) to reduce energy demand by installing ENERGY STAR appliances and solar panels, per the California solar mandate requiring solar panels for new construction. Therefore, the Project would be consistent with actively encouraging and creating incentives for energy efficiency, where possible.
Land Use Policy 5: Plan for additional housing and jobs near transit.	**Consistent**. As stated above, the Project would provide residential units near public transit. The Project Site is located within a quarter mile of Metro Bus Route 70 and Spirit Bus Route 4. This would promote walking and the use of public transportation as well as increase mobility in the area. Additionally, the Project would provide the maximum feasible amount of housing on the Project Site, given the slope on site, to assist the City with meeting the housing production goals in the City's Housing Element. Therefore, the Project would be consistent with planning for additional housing and jobs near transit.
Land Use Policy 7: Continue to protect stable, existing single-family areas.	**Consistent**. The Proposed Project would be compatible with the existing single-family areas located around the Project Site. The proposed subdivision will maintain the quality and character of the surrounding residential neighborhoods by creating single-family residences on currently vacant land. Therefore, the Project would continue to protect stable, existing single-family areas.
Benefit 3: The RTP/SCS is expected to result in less energy and water consumption across the region, as well as lower transportation costs for households.	**Consistent**. The Project would comply with the CALGreen Building Code by installing water conserving plumbing fixtures and ENERGY STAR appliances. The Project's location near various bus stops will provide future residents with affordable transportation options. The Project would be consistent with decreasing energy and water consumption across the region, as well as lower transportation costs for households.

Source: SCAG, 2016–2040 RTP/SCS, April 2016.

While the 2016-2040 RTP/SCS focuses on transportation investments in the SCAG region, as demonstrated in **Table 5.4-1**, the Project would be consistent with the applicable 2016-2040 RTP/SCS policies and Accordingly, the Project's impacts would be less than significant.

Monterey Park General Plan

A discussion of the Project's consistency with the relevant policies of the Monterey Park General Plan is presented in **Table 5.4-2: Monterey Park General Plan Project Consistency Analysis** below.

Table 5.4-2
Monterey Park General Plan Project Consistency Analysis

Goals and Policies	Consistency
2040 Land Use and Urban Design Element	
Goal 3: Distinctive, complete residential neighborhoods that enhance the quality of life and promote a healthy community	
Policy 3.1: Maintain the quality and character of residential neighborhoods.	**Consistent**. The Project Specific Plan contains development standards and design guidelines to ensure that residential development will be compatible with the pattern of development around the Proposed Project Area. The proposed subdivision will maintain the quality and character of the surrounding residential neighborhood with similar architectural styling.
Policy 3.7: Pursue code enforcement efforts that simultaneously work to enhance the visual quality of residential neighborhoods and to ensure safe, decent, and sanitary housing for all residents.	**Consistent**. The Project would provide a gated private driveway from West Garvey Avenue for increased security and safety for the Project Site. In addition, the Proposed Project Specific Plan contains development standards and design guidelines to ensure that residential development will be compatible with the pattern of development around the Proposed Project Area. The proposed subdivision will maintain the quality and character of the surrounding residential neighborhood with similar architectural styling.
Goal 4: A built environment that is resilient and promotes health and wellness	
Policy 4.1: Adapt to and mitigate the effects of climate change.	**Consistent.** Approximately 55,000 SF of private open space would be provided with the Project for conservation purposes. This includes the area above the upper retaining wall located in Lot B as shown in **Figure 4.0-3**. The existing native vegetation above the upper retaining wall will remain, such as fescue grasses and California wildflowers.
Policy 4.2: Balance development with the preservation of environmental assets and the natural beauty of the area through sustainable practices in site planning, landscaping, construction, maintenance, and operations.	As mentioned above, buildings would be designed to meet current code requirements, they would comply with applicable requirements of California Code of Regulations, Title 24, CALGreen to reduce energy demand. Any potentially significant environmental impacts caused by the Project would be mitigated. Therefore, the Project would encourage the design of residential developments that adapt to and mitigate the effects of climate change as well as balance development with the preservation of environmental assess and the natural beauty of the area.

Goals and Policies	Consistency
Policy 4.5: Ensure new development is planned in areas that can sustain it long term – considering air quality, health indicators of residents, infrastructure networks and services, and socio-economic factors.	**Consistent**. The Project would comply with the CALGreen Building Code by installing water conserving plumbing fixtures and ENERGY STAR appliances. As described in **Section 7.1: Effects Not Found to be Significant**, the Project does not require new or expanded utilities or service systems and impacts would be less than significant. The Project's location near various bus stops will provide future residents with affordable transportation options. The Project would be consistent with decreasing energy and water consumption across the region, as well as lower transportation costs for households.
Policy 4.6: Prioritize and integrate active transportation strategies into the built environment that increase walking, bicycling, and transit modes of travel, with a focus on improving first and last mile connectivity.	**Consistent.** As stated above, the Project would provide residential units near public transit. The Project Site is located within a quarter mile of Metro Bus Route 70 and Spirit Bus Route 4. This would promote walking and the use of public transportation as well as increase mobility in the area. Additionally, the Project would provide the maximum feasible amount of housing on the Project Site, given the slope on site, to assist the City with meeting the housing production goals in the City's Housing Element. Therefore, the Project would be consistent with planning for additional housing and jobs near transit.
Goal 6: Accommodating all household sizes and income levels with a variety of housing types	
Policy 6.1: Maintain zoning standards for Low Density neighborhoods to allow only detached single-unit homes.	**Consistent.** The Project would develop 16 detached single-unit family homes consistent with the low-density land use of the Project Site described in the City's General Plan Land Use Element.
Goal 7: Enhanced neighborhood character	
Policy 7.1: Ensure neighborhoods are "complete" neighborhoods by integrating schools, childcare centers, community centers, infrastructure, green spaces and parks, and other public amenities into each neighborhood.	**Consistent.** As discussed above, the Project Site is located in a residential area in the City. The Project would develop 16 single-family residential units. The location of the Project would provide Project residents and visitors with convenient access to this public transit. The location of the Project is in close proximity to bus access. Therefore, the Project would maximize mobility and access to schools, childcare centers, community centers, infrastructure, parks, and other public amenities for all people who reside within the Project site and would not impact accessibility for people in the region, creating a "complete neighborhood."
Policy 7.3: Protect neighborhoods from the encroachment of incompatible activities or land uses that may have a negative impact on the residential living environment. **Policy 7.4:** Require that new additions, renovations, and infill development be sensitive to neighborhood context and building form and scale (for example,	**Consistent.** The Project would develop 16 single-family residential units. The Project would be consistent with the land use designation of the Project Site, which is low density residential. In addition, the Proposed Project Specific Plan contains development standards and design guidelines to ensure that residential development will be compatible with the pattern of development around the Project Site. The proposed subdivision will maintain the quality and character of the surrounding residential neighborhood by ensuring

Goals and Policies	Consistency
upper stories, detached garages, setbacks, enhanced front entrances). **Policy 7.7:** Strengthen neighborhood identity with new development that is architecturally compatible with surrounding structures.	compatible land uses in and around the Project Site and with similar architectural styling.
Goal 8: High-quality residential design	
Policy 8.1: Provide and maintain high-quality public streetscapes in all neighborhoods.	**Consistent.** The Proposed Project would completely redevelop the existing street and cul-de-sac that exists in disrepair on the Project Site.
Policy 8.5: Require new development to provide engaging, well-landscaped outdoor spaces that invite and support outdoor activities.	**Consistent.** As described in **Section 4.0**, the Project would include trees, shrubs, and groundcover planted along West Garvey Avenue to further stabilize the slope along with hydroseeding with a grass and a native wildflower mix over the graded slopes. Paperback Trees would be planted along West Garvey Avenue. Cape Rush shrubs would be planted at the base of the trees. Australian willows would be planted on the hillside along West Garvey Avenue between the proposed single-family homes and the lower retaining wall. A native fescue hydroseed mix and a California native wildflower mix would act as hillside groundcover. Yellow Lantana flowering groundcover would be planted to drape over the lower retaining wall. Additional landscaping will be installed along the private driveway, the front yards of the homes, and other common areas. Trees would be planted between the driveway and the upper retaining wall and vines would be planted at the base of the upper retaining wall to grow up this wall.
Policy 8.6: Minimize the street presence and visibility of parking facilities from public streets and neighboring properties.	**Consistent.** Site access would be provided from a gated private driveway from West Garvey Avenue as shown in **Figure 4.0-4**. The driveway would be approximately 0.25 miles long and will contain a cul-de-sac at the other end. On-street parking for visitors would be screened from public view by the single-family homes ascending the hillside along West Garvey Avenue.
Safety and Community Services	
Goal 1: Minimize the potential damage to structures and loss of life that could result from earthquakes.	
Policy 1.1: Continue to implement Uniform Building Code seismic safety standards for construction of new buildings and update the City's codes as needed in response to new information and standards developed at the State level.	**Consistent.** All building construction associated with the Project would be subject to the City's existing construction regulations, including the California Building Code as adopted by the MPMC, in order to minimize any potential impacts from seismic activity.

Goals and Policies		Consistency
Goal 3:	**Protect public and private properties from geologic hazards associated with steep slopes and unstable hillsides.**	
Policy 3.2:	Require that hillside developments incorporate measures that mitigate slope failure potential and provide for long-term slope maintenance.	**Consistent.** The Project's grading concept incorporates retaining walls and other geotechnical design features to mitigate the existing slope failures on the Project Site. Moreover, long-term maintenance would be required for slope planting, lot drainage, and slope irrigation.
Policy 3.3:	Develop a comprehensive approach to remediating unstable hillslopes in the vicinity of Abajo Drive.	**Consistent.** The Project's grading concept incorporates retaining walls, removal and replacement of unstable soils, and other geotechnical design features designed to remediate unstable hillslopes on the Project Site in the vicinity of Abajo Drive.
Goal 11:	**Provide city residents and the business community with a high level of fire protection.**	
Policy 11.1:	Continue to fund maintenance and staffing to ensure a five- to six-minute fire response time citywide.	**Consistent.** The Monterey Park Police Department is approximately 1.3 miles southeast of the Project Site, approximately four minutes from the Project Site. The Proposed Project would limit development within the Project Site to 16 single-family residences, resulting in an increase in population of approximately 49 residents. The Project would generate calls typical of the surrounding residential neighborhood. The Monterey Park General Plan does not state any acceptable response times for the police department. However, given the distance from the Project as well as the small increase in number of additionally residents, any additional service calls generated by the Project would be incremental and would not cause a significant increase to the current MPPD response times.
Policy 11.2:	Maintain brush clearance and weed abatement programs to reduce the risk of fires.	**Consistent.** The Proposed Project includes a master landscape plan for the hillside open space areas. A Homeowners Association will maintain brush clearance around the 16 single-family residences to reduce the risk of fires.
Goal 12:	**Provide city residents and the business community with a high level of protection from crime.**	
Policy 12.1:	Evaluate the number of officers, total population, and crime statistics on an annual basis to ensure that appropriate levels of police protection are provided citywide.	**Consistent.** The Monterey Park Police Department is approximately 1.3 miles southeast of the Project Site, approximately four minutes from the Project Site. The Proposed Project would limit development within the Project Site to 16 single-family residences, resulting in an increase in population of approximately 49 residents. The Project would generate calls typical of the surrounding residential neighborhood. The Monterey Park General Plan does not state any acceptable response times for the police department. However, given the distance from the Project as well as the small increase in number of additionally residents, any additional service calls generated by the Project would be incremental and would not cause a significant increase to the current MPPD response times.

Goals and Policies		Consistency
Goal 13:	**Provide adequate sewer, water, and drainage systems to meet the needs of city residents and businesses.**	
Policy 13.1:	Implement recommended sewer system improvements in the Sewer Master Plan, 1996.	**Consistent.** The Proposed Project generate an increase of 49 residents (an average of 3.0 residents per household). The Project would therefore generate approximately 3,920 gallons per day of wastewater, or 0.006 percent of the total capacity of the area wastewater treatment plants, which will minimize wastewater generation to a level that can be accommodated by the City's master planned sewer system.
Policy 13.2:	Implement recommended water system improvements in the Water Master Plan, 1996.	**Consistent.** The Proposed Project generate an increase of 49 residents. The Project would require an average of 4,657 gallons per day of water, or 5.22 acre-feet per year. The UWMP states that during an average year (2010) available supplies were 8,686 acre-feet. The Project would account for approximately 0.06 percent of the total supplies during an average year, which will minimize water demand to a level that can be accommodated by the City's master planned water system.
Policy 13.3:	Continue to survey and upgrade the city's storm drain system.	**Consistent.** Existing regulations contained in the MPMC and issued by the Los Angeles Regional Water Quality Control Board require the drainage system for the Project Site to control site runoff. Additionally, The Project would include installation of a catch basin with a filter insert located toward the bottom of the private access road. The stormwater would feed into a filter, then travel under the sidewalk and discharge onto West Garvey Avenue. Therefore, such improvements to the City's storm drain system are not required.
Resources		
Goal 2:	**Create additional passive recreation opportunities in the city to further enhance the quality of life in all areas of the community.**	
Policy 2.2:	Incorporate pocket parks, parkways, and similar recreation spaces into residential neighborhoods.	**Consistent.** The Proposed Project would create approximately 55,000 square feet of open space within the Proposed Project. Though this space would not be accessible to residents or visitors, this Project would contribute to the development of recreation spaces in the City via impact fees addressed in the Development Agreement for the Project.
Goal 5:	**Improve air quality for future generations of Monterey Park residents.**	
Policy 5.1:	Continue to improve traffic flow through and within the city.	**Consistent.** The traffic study prepared for the Project determined the additional traffic generated by the 16 single-family residences will not impact traffic flow within the City. The Project limits the amount of development to 16 single-family residences and would require roadway improvements to improve sight distance conditions. The Project includes a gated entry driveway to control access. The Project includes a proposed left turn lane to provide access into the site from westbound Garvey Avenue but restricts outbound traffic to right turns out only to avoid affecting traffic flow on Garvey Avenue.

Goals and Policies		Consistency
Policy 5.4:	Enhance pedestrian and bicycle circulation within Monterey Park.	**Consistent.** As mentioned above, the Proposed Project would increase utilization of the obstructed sidewalk along the edge of the Project Site along West Garvey Avenue by grading and lowering the retaining wall to allow for a functional sidewalk at the base of the hillside along West Garvey Avenue. Accordingly, pedestrian circulation within the Project vicinity would be enhanced from its existing condition.
Housing		
Goal 3:	**Provide adequate housing by location, type of unit, and price to meet existing and future needs of City residents.**	
Policy 3.1:	Encourage a wide range of housing types, prices, and ownership forms.	**Consistent.** The Proposed Project would encourage opportunities to own new single-family dwellings within the City. SCAG has determined the City's housing needs for the period 2014-2021 to be 815 new housing units, and this Project's 16 units would help the City move toward achieving that goal.
Goal 4:	**Assist in the provision of housing that meets the needs of all economic segments of the community.**	
Policy 4.3:	Encourage the design of residential developments that are secure, safe, and environmentally sensitive. Support the use of cost-saving and energy-conserving construction techniques.	**Consistent**. The Project would provide a gated private driveway from West Garvey Avenue for increased security and safety for the Project Site. As the buildings would be designed to meet current code requirements, they would comply with applicable requirements of California Code of Regulations, Title 24, CALGreen to reduce energy demand, including the provision of solar panels as required by the California solar mandate for new construction. Any potentially significant environmental impacts caused by the Project would be mitigated. Therefore, the Project would encourage the design of residential developments that are secure, safe, and environmentally sensitive and support the use of cost-saving and energy-conserving construction techniques.
Goal 5:	**Promote equal housing opportunities for all residents.**	
Policy 5.1:	Prohibit discrimination in the sale or rental of housing with regard to race, ethnic background, religion, handicap, income, sex, age, and household composition.	**Consistent.** The Proposed Project would sell the 16 single-family residences to those who qualify for the purchase. Discrimination in the sale or rental of housing with regard to race, ethnic background, religion, handicap, income, sex, age, and household composition would not occur.

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Source: City of Monterey Park, General Plan.
City of Monterey Park, Housing Element
Not Applicable: Actions/strategies are those that are not identified for implementation of local jurisdictions. The Project's consistency with any actions/strategies identified for implementation by the local jurisdictions is assessed above.

As illustrated in **Table 5.4-2**, the Project is consistent with the applicable policies of the Monterey Park General Plan and impacts would be less than significant.

Monterey Park Municipal Code

Development of the Project Site is subject to the regulations of Title 21 to the MPMC. Approval of the Specific Plan for the 1688 West Garvey Avenue Residential Project would change the zoning from R-3 to 1688 West Garvey Avenue Specific Plan. The Specific Plan includes development standards and design guidelines to guide the development of the proposed 16 single-family residences on the Project Site.

The permitted density within the Specific Plan is a maximum of eight (8) units per acre. The Specific Plan permits the use of single-family residences and other uses permitted by the MPMC in the R-1 Zone. The Project Site, currently zoned R-3, allows for a maximum height of two stories or 30 feet in height by right. Ordinance 1731D[5] allows the City to discretionarily approve an additional six feet in height. The Specific Plan, which must be approved by the City Council via ordinance, would allow the development of three story residential units with a maximum height of up to 36 feet, with most of the lower level of each residence embedded in the hillside to reduce the visibility of the lower level. The maximum Floor Area Ratio (FAR) for lots of 6,000 -10,000 square feet would be 0.40 and for lots over 10,000 square feet FAR would be 0.35 under the proposed Specific Plan.

Two new site-retaining walls would be installed to stabilize the slopes on the Project Site, a lower retaining wall below the houses bordering West Garvey Avenue and an upper retaining wall above the private drive. The lower retaining wall would be set back from the property line to provide an area for landscaping. This retaining wall will range in height from less than 2 feet tall at its lowest point to approximately 42 feet at its tallest point near the corner of West Garvey Avenue and Abajo Drive. The elevation at the top of the retaining wall at its highest point would be approximately 521 feet. This is approximately 9 feet lower in elevation than the top of the original hillside retaining wall and approximately 34 feet lower than the top of the existing hillside retaining wall on the upper portion of the Project Site. The new upper retaining wall is designed to stabilize the existing slope to allow development to proceed.

These retaining walls would be permitted by the proposed Specific Plan. The proposed Specific Plan would require landscaping in front of both the Lower and Upper Site Retaining Walls. Trees would be planted in front of both retaining walls and other landscaping would be required at the base of the walls, including vines planted at the base of the Upper Retaining wall that would grow up the wall. This landscaping would screen views of these walls in a manner that would minimize the visibility of these walls from West Garvey Avenue and other locations near the Project Site. Additionally, the Specific Plan would require the Lower Site Retaining wall along West Garvey Avenue to include a natural-looking finish. The Specific Plan identifies options for the treatment of this wall to minimize the visual impact of this wall as visible from

5 Approved by voters October 20, 1987 as Proposition D.

West Garvey Avenue and other locations as shown in **Figure 4.0-4: Site Retaining Wall Finish Options** in **Section 4.0: Project Description**.

As discussed in **Section 5.1: Aesthetics**, the impact of these retaining walls on the visual character of the Project Site and the surrounding area would be less than significant through compliance with the landscape and wall finish requirements in the proposed Specific Plan.

The Project would be consistent with objectives of the City's residential development standards and impacts would be less than significant.

Therefore, the Project would not cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Accordingly, impacts would be less than significant.

CUMULATIVE IMPACTS

Cumulative land use impacts could occur if any of the known related projects or forecasted growth for the area would result in land uses that are inconsistent with adopted land use plans, typically by allowing increased density, when combined with the impacts of the Project. As previously stated in **Section 3.0: Environmental Setting** of this Draft EIR (see **Table 3.0-1: Related Projects**), there are eight related projects located within proximity to the Project Site, five of which are within the City and three of which are within the City of Alhambra.

Given the built-out conditions of the greater Los Angeles region and in the City of Monterey Park in the vicinity of the Proposed Project site, cumulative development projects listed in Table 3.0-1, would mainly convert existing undeveloped land to a range of uses to respond to the need for housing, sources of employment, and associated retail land uses. The Project would assist in implementing multiple local and regional planning goals and policies for the southern California area as described in **Tables 5.4-1** through **5.4-3** above, which would in turn assist the City in achieving short- and long-term planning goals and objectives related to increasing the housing stock, reducing urban sprawl, efficiently utilizing existing infrastructure, and helping the City meet its housing needs. This cumulative development is generally consistent with SCAG, SCAQMD, and City policies for developing underutilized land uses near transit stops and job centers and by providing more housing options. Further, all related projects in the cities of Monterey Park and Alhambra would be subject to similar local development standards and potential mitigation requirements as the Project. Accordingly, the Proposed Project combined with the related projects would not create a cumulatively significant land use impact, and impacts would be considered less than significant.

MITIGATION MEASURES

Impacts related to the consistency of the Project with applicable land use plans, policies, and regulations would be less than significant and no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to the consistency of the Project with applicable land use plans, policies, and regulations would be less than significant without mitigation.

5.5 NOISE

INTRODUCTION

This section of the Draft EIR focuses on the potential noise and vibration effects of the Proposed Project on the surrounding community. Specifically, the analysis describes the existing noise environment near the Project Site; the methodology and the regulatory framework that guided this analysis pursuant to federal, State, and local regulations; forecasts of future noise and vibration levels at surrounding land uses resulting from construction and operation of the Proposed Project; the potential for significant impacts; and the identification of mitigation measures to address significant impacts as needed.

Ambient noise measurement data and modeling calculations are provided in **Appendix D: Noise Calculations** of this Draft EIR. Traffic noise was calculated based on the traffic volumes identified in the Proposed Project Transportation Impact Study (Traffic Study; refer to **Appendix E: Transportation Impact Study** of this Draft EIR). Before preparation of this Draft EIR, an Initial Study (see **Appendix A3**) was prepared using the California Environmental Quality Act (CEQA) Guidelines Appendix G Environmental Checklist Form to assess potential environmental impacts associated with noise. The Initial Study determined additional analysis of the following noise topic was not required in this Draft EIR because impacts are not significant:

- Expose people residing or working in the project area to excessive noise levels for a project located within the vicinity of a private airstrip or 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.

Though this threshold was previously scoped out in the Initial Study as having impacts found to be less than significant, it is included in this section for informational purposes. Please see **Section 8.0: Terms** for a glossary of terms, definitions, and acronyms used in this Draft EIR.

Fundamentals of Sound

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally defined as unwanted sound. Sound is characterized by various parameters that describe the physical properties of sound waves. These properties include the rate of oscillation (frequency); the distance between successive troughs or crests, the speed of propagation; and the pressure level or energy content of a given sound wave. In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level.

The unit of sound pressure expressed as a ratio to the faintest sound detectable to a person with normal hearing is called a decibel (dB). Decibels provide a logarithmic loudness scale (similar to the Richter scale

used for earthquake magnitudes), which is used to keep sound intensity numbers at a convenient and manageable range. The human ear is not equally sensitive to all sound frequencies within the entire spectrum. Noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called "A weighting," written as dBA. Further reference to decibels in this analysis should be understood to be A-weighted.

Several noise descriptors have been developed to evaluate the adverse effect of community noise on people. Since noise level fluctuates over time, an equivalent sound level (Leq) descriptor is used to describe typical time-varying instantaneous noise. Finally, because community receptors are more sensitive to unwanted noise intrusion during evening and nighttime hours, State law requires that an artificial decibel increment be added to noise occurring during those time periods. The 24-hour noise descriptor with a specified evening (7:00 to 10:00 PM) and nighttime (10:00 PM to 7:00 AM) penalty is called the Community Noise Equivalent Level (CNEL).

Noise sources can generally be categorized as one of two types: (1) point sources, such as stationary mechanical equipment; and (2) line sources, such as a roadway. Sound generated by a point source typically diminishes (attenuates) at a rate of 6 dBA for each doubling of distance from the source to the receptor at acoustically hard sites, and at a rate of 7.5 dBA at acoustically soft sites.[1] A hard or reflective site consists of asphalt, concrete, or very hard-packed soil, which does not provide any excess ground-effect attenuation. An acoustically soft or absorptive site is characteristic of normal earth and most ground with vegetation. As an example, a 60-dBA noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dBA at 100 feet from the source and 48 dBA at 200 feet from the source. Noise from the same point source at an acoustically soft site would be 52.5 dBA at 100 feet and 45 dBA at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3 dBA and 4.5 dBA per doubling of distance from the source to the receptor for hard and soft sites, respectively.[2] Noise levels generated by a variety of activities are shown in **Figure 5.5-1: Common Noise Levels**.

Different types of scales are used to characterize the time-varying nature of sound. Applicable scales include the maximum noise level (Lmax), Leq, and the CNEL. Lmax is the maximum noise level measured during a specified period. Leq is the average A-weighted sound level measured over a given time interval. Leq can be measured over any period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods. CNEL is an average A-weighted sound level measured over a 24-hour period. However, this noise scale is adjusted to account for some individuals' increased sensitivity to noise levels during the evening and nighttime hours. A CNEL noise measurement is obtained by adding 5 dBA to sound levels

1 USDOT FHWA, Fundamentals and Abatement, 97.
2 USDOT FHWA, Fundamentals and Abatement, 97.

occurring during the evening, from 7:00 PM to 10:00 PM, and 10 dBA to sound levels occurring during the nighttime, from 10:00 PM to 7:00 AM. The 5 dBA and 10 dBA "penalties" are applied to account for increased noise sensitivity during the evening and nighttime hours. Day-night average level (Ldn) is the A-weighted equivalent sound level for a 24-hour period with an additional 10 dBA imposed on the equivalent sound levels for nighttime hours of 10:00 PM to 7:00 AM. **Table 5.5-1: Noise Descriptors** identifies various noise descriptors developed to measure sound levels over different periods of time.

Table 5.5-1
Noise Descriptors

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measure sound to a reference pressure.
A-weighted decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent sound level (Leq)	The sound level containing the same total energy as a time-varying signal over a given time period. The Leq is the value that expresses the time-averaged total energy of a fluctuating sound level. Leq can be measured over any time period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods.
Community noise equivalent level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments add 5 dBA for the evening (7:00 PM to 10:00 PM) and add 10 dBA for the night (10:00 PM to 7:00 AM). The 5 and 10 dBA penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The logarithmic effect of adding these penalties to the 1-hour Leq measurements typically results in a CNEL measurement that is within approximately 3 dBA of the peak-hour Leq.[a]
Sound pressure level	Force of sound on a surface area perpendicular to the direction of the sound. Sound pressure level is expressed in decibels.
Ambient noise	The level of noise that is all encompassing within a given environment, being usually a composite of sounds from many and varied sources near to and far from the observer. No specific source is identified in the ambient environment.

[a] *California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol (Sacramento, California: September 2013).*

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receiver and the noise source reduces the noise level by about 5 dBA, whereas a solid wall or berm

reduces noise levels by 5 to 10 dBA.[3] In addition, noise is substantially reduced from outdoor to indoor areas as a result of structural designs that attenuate noise. Windows are a common feature used by building occupants to control the effects of outdoor noise on interior noise levels. The exterior-to-interior reduction of noise for newer residential units is generally 20 dBA or more with the windows in a closed position. The minimum attenuation of exterior-to-interior noise provided by typical structures is provided in **Table 5.5-2: Outside-to-Inside Noise Attenuation**.

Table 5.5-2
Outside-to-Inside Noise Attenuation

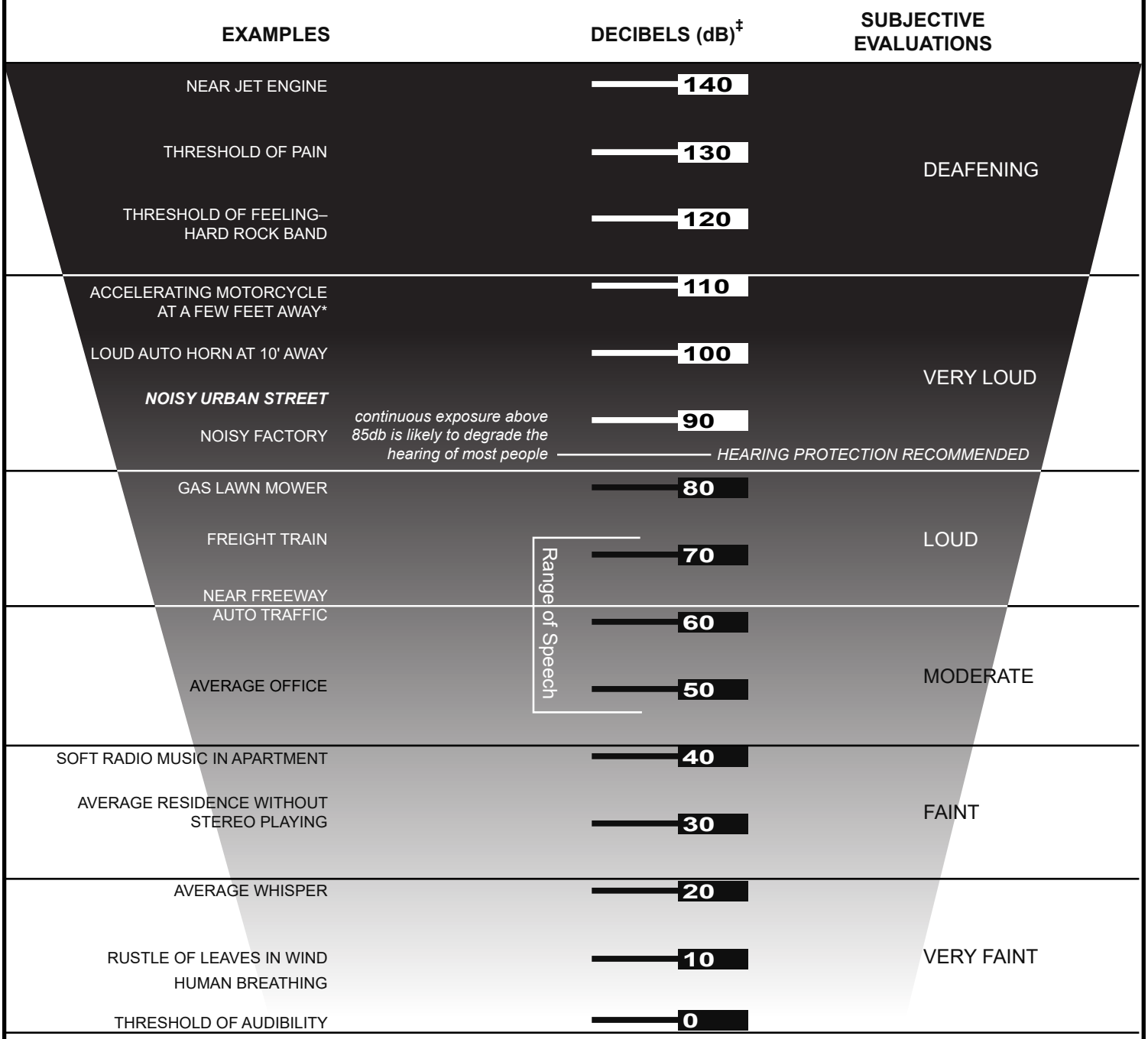
Building Type	Reduction in dBA	
	Open Windows	Closed Windows[a]
Residences	17	25
Schools	17	25
Churches	20	30
Hospitals/Convalescent homes	17	25
Offices	17	25

Source: Bolt Beranek and Newman, Inc., Highway Noise: A Design Guide for Highway Engineers, NCHRP Report No. 117, (1971). Prepared for Highway Research Board, National Academy of Sciences, Washington, D.C.
[a] As shown, structures with closed windows can attenuate exterior noise by a minimum of 25.0 to 30.0 dBA.

Fundamentals of Vibration

Vibration is commonly defined as an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. The peak particle velocity (PPV) or the root-mean-square (RMS) velocity is usually used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak of the vibration signal, while RMS is defined as the square root of the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response to ground-borne vibration. The RMS vibration velocity level can be presented in inches per second (ips) or in vibration decibels (VdB, a decibel unit referenced to 1 microinch per second). Generally, ground-borne vibration generated by man-made activities (e.g., road traffic, construction activity) attenuates rapidly with distance from the source of the vibration.

3 USDOT FHWA, Highway Noise Fundamentals (1980), 18.



** NOTE: 50' from motorcycle equals noise at about 2000' from a four-engine jet aircraft.*

‡*NOTE: dB are "average" values as measured on the A–scale of a sound–level meter.*

SOURCE: Meridian Consultants, LLC - 2020

FIGURE **5.5-1**

Meridian Consultants

Common Noise Levels

273-001-19

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people.[4] Most perceptible indoor vibration is caused by sources within buildings such as the operation of mechanical equipment, the movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the threshold where minor damage can occur in fragile buildings.

ENVIRONMENTAL SETTING

Regulatory Framework

Federal

There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the Project. With regard to noise exposure and workers, the Office of Safety and Health Administration (OSHA) regulations safeguard the hearing of workers exposed to occupational noise. OSHA is responsible for the protection against the effects of noise exposure when sound levels exceed those, listed in **Table 5.5-3: Permissible Noise Exposures**, when measured on the A-weighted scale of a standard sound level meter at slow response.[5]

Table 5.5-3
Permissible Noise Exposures

Duration per day, hours	Sound level dBA
8	90
6	92
4	95
3	97
2	100
1.5	102
1	105
0.5	110
0.25 or less	115

Source: OSHA, Occupational Noise Exposure, https://www.osha.gov/pls/oshaweb/owadisp.show_document?p_table=STANDARDS&p_id=10625

4 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual,* September 2018, 7-8.

5 OSHA, Occupational Noise Exposure, https://www.osha.gov/pls/oshaweb/owadisp.show_document?p_table=STANDARDS&p_id=10625.

Federal Transit Administration Vibration Guidelines

The FTA has published a technical manual, *Transit Noise and Vibration Impacts Assessment*, that provides ground-borne vibration impact criteria with respect to building damage during construction activities.[6] According to the FTA guidelines, a vibration criterion of 0.20 PPV should be considered as the significant impact level for nonengineered timber and masonry buildings. Structures or buildings constructed of reinforced concrete, steel, or timber have a vibration damage criterion of 0.50 PPV based on the FTA guidelines. Structures amplify ground-borne vibration, and wood-frame buildings, such as typical residential structures, are more affected by ground vibration than are heavier buildings. The level at which ground-borne vibration is strong enough to cause architectural damage has not been determined conclusively.

The most conservative estimates are reflected in the FTA standards, shown in **Table 5.5-4: Construction Vibration Damage Criteria**. The FTA has also adopted standards for ground-borne vibration impacts related to human annoyance, as shown in **Table 5.5-5: Ground-borne Vibration Sensitivity Criteria**. These criteria are based on extensive research that suggests humans are sensitive to vibration velocities in the range of 8 to 80 hertz (Hz).[7]

Table 5.5-4
Construction Vibration Damage Criteria

Building Category	PPV (ips)	Lv (VdB)
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Nonengineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: USDOT FTA, *Transit Noise and Vibration Impact Assessment Manual, September 2018).*
Note: For Max Lv (VdB), Lv = the velocity level in decibels as measured in 1/3 octave bands of frequency over the frequency ranges of 8 to 80 Hz; VdB = vibration decibels; Hz = hertz; ips = inches per second.

6 USDOT FTA, *Transit Noise and Vibration Impact Assessment,* FTA report no. 0123 (September 2018), accessed May 2020, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.

7 USDOT FTA, *Transit Noise and Vibration Impact Assessment.*

Table 5.5-5
Ground-borne Vibration Sensitivity Criteria

Building Category	Frequent Events	Occasional Events	Infrequent Events
Category 1: High Sensitivity. Buildings where vibration would interfere with interior operations (e.g., vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and research operations).	65 VdB[1]	65 VdB[1]	65 VdB[1]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses, such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference.	75 VdB	78 VdB	83 VdB

Source: USDOT FTA, *Transit Noise and Vibration Impact Assessment Manual, September 2018.*
Note:
1 This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. For equipment that is more sensitive, a Detailed Vibration Analysis must be performed.

State

Noise

The State of California has adopted noise compatibility guidelines for general land use planning. The types of land uses addressed by the State and the acceptable noise categories for each land use are included in the State of California General Plan Guidelines, which is published and updated by the Governor's Office of Planning Research.[8] The level of acceptability of the noise environment is dependent on the activity associated with the particular land use. Noise exposure for single-family uses is normally acceptable when the CNEL at exterior residential locations is equal to or below 60 dBA, conditionally acceptable when the CNEL is between 55 to 70 dBA, and normally unacceptable when the CNEL exceeds 70 dBA. These guidelines apply to noise sources such as vehicular traffic, aircraft, and rail movements.

The Project would be required to comply with California's noise insulation standards, which are codified in the 24 Cal. Code of Regs. Part 2 (the California Building Code). These noise standards are applied to new construction in California for the purpose of interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise

8 Governor's Office of Planning and Research, *State of California General Plan Guidelines,* (2017), http://www.opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf

in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Vibration

California Department of Transportation (Caltrans) published its *Transportation and Construction Vibration Guidance Manual* in April 2020.[9] The manual provides practical guidance to Caltrans engineers, planners, and consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. This manual provides guidelines for assessing vibration damage potential to various types of buildings, ranging from 0.08 to 0.12 inches per second for extremely fragile historic buildings, ruins, and ancient monuments, to 0.50 to 2.0 inches per second for modern industrial and commercial buildings.

The guidance and procedures provided in the Caltrans manual are suitable for use as screening tools for assessing the potential for adverse effects related to human perception and structural damage. General information on the potential effects of vibration on vibration-sensitive research and advanced-technology facilities is also provided, but a discussion of detailed assessment methods in this area is beyond the manual's scope.

Local

City of Monterey Park General Plan Safety and Community Services Element

As stated in the City's General Plan in the 2040 Land Use and Urban Design Element,[10] land use policies encourage new housing development within mixed use areas along Garvey Avenue (between Garfield and New Avenues), where the 65 CNEL noise contour extends from approximately 183 to 194 feet from the street center line. An exterior noise exposure of 65 CNEL is generally the noise land-use compatibility guideline for new residential dwellings in California. Thus, the noise/land-use compatibility contours shown in **Figure 5.5-2: Year 2020 Noise Contours**, respond to baseline noise conditions and city objectives.

As part of the General Plan, the City adopted a Safety and Community Services Element, which addresses issues relevant to noise. As stated in the noise section of the Safety and Community Services Element, noise in the City results primarily from street and freeway traffic and aircraft overflights.[11]

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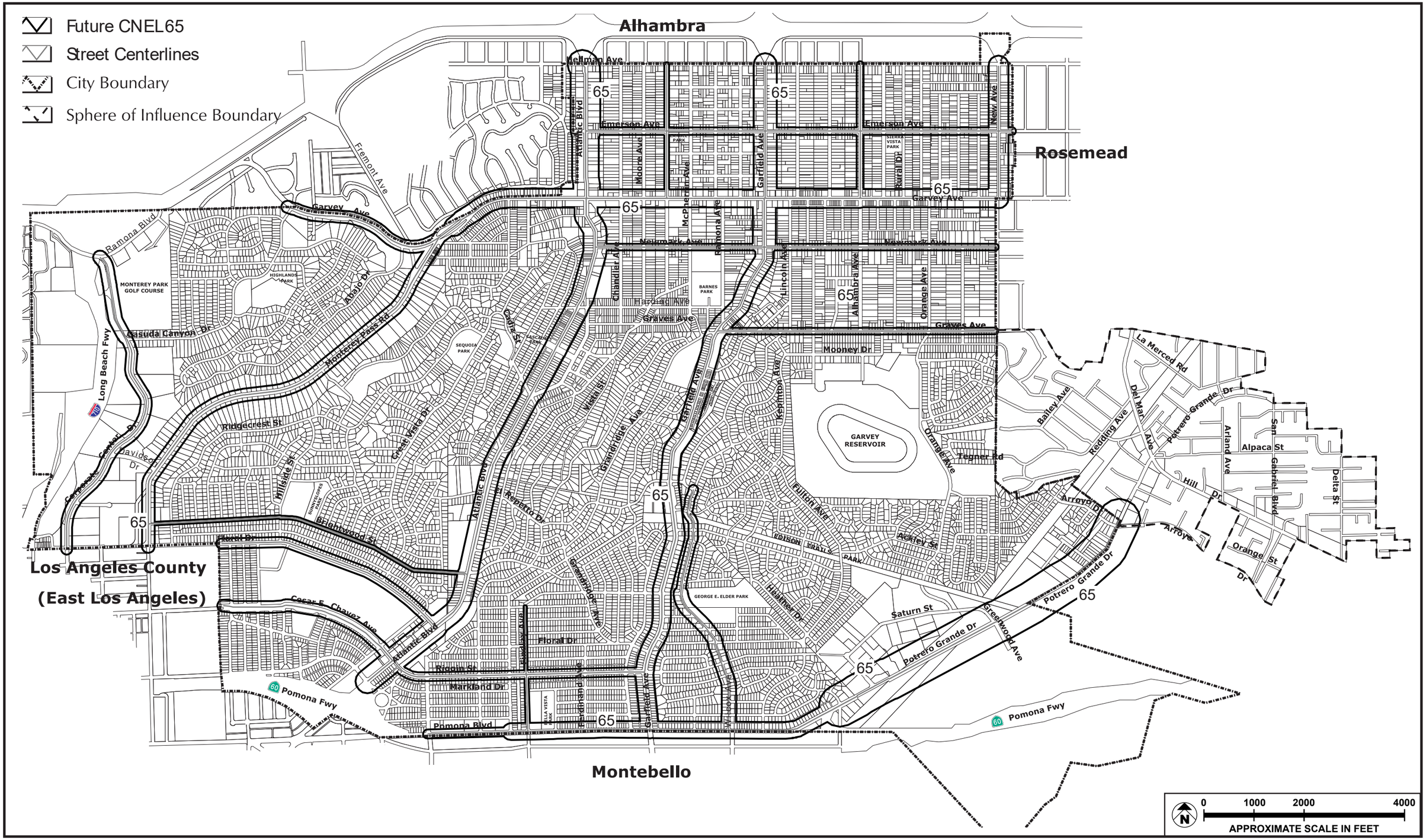
9 Caltrans, *Transportation and Construction Vibration Guidance Manual*, April 2020, accessed May 2020, https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf.

10 City of Monterey Park, *General Plan: Land Use and Urban Design Element,* http://www.montereypark.ca.gov/1324/Revised-2040-Land-Use-Element, accessed August 28, 2020.

11 *City of Monterey Park General Plan*, "Safety and Community Services Element," https://www.montereypark.ca.gov/464/Safety-Community-Services-Element, accessed March 2020.



SOURCE: Monterery Park General Plan - 2001

FIGURE **5.5-2**

Meridian Consultants

Year 2020 Noise Contour

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The planning for future land uses in the City requires that potentially problematic sources of noise be identified and that noise and land use conflicts be avoided to the extent possible, given the built-out character of the community. The Safety and Community Services Element implemented the following applicable goals to demonstrate the City's commitment to minimize point-source noises and ambient noise levels throughout the community:

Goal 5.0: Minimize the impact of point-source noises and ambient noise levels throughout the community.

Policy 5.4: Enforce and revise as necessary city ordinances regulating hours for construction activity.

Goal 6.0: Minimize the noise impacts associated with the development of residential uses above or near commercial uses in mixed use developments.

Monterey Park Municipal Code

The City regulates noise through the MPMC Chapter 9.53,[12] which establishes noise standards for non-transportation noise sources for various land uses, and through Section 020 of Exhibit D of the Phase II Monterey Park Business Recovery Program (BRP), which establishes temporary exceptions for transportation, emergency and public works noise sources and temporary noise permitting. These standards provide restrictions on the amount and duration of noise generated at a property, as measured at the property line of the noise receiver. The MPMC prohibits persons from creating or allowing noise levels exceeding the median ambient noise levels or the allowable noise levels set in the MPMC, whichever is greater. Chapter 9.53 of the MPMC establishes exterior noise standards for the City which are outlined below in **Table 5.5-6: Monterey Park Exterior Noise Standards**.

Table 5.5-6
Monterey Park Exterior Noise Standards

Noise Zone	Time	Allowable Noise Level (dBA)
I. Residential	7 AM – 10 PM	55
	10 PM – 7 AM	50
II. Commercial	7 AM – 10 PM	65
	10 PM – 7 AM	55
III. Industrial	Anytime	70

Source: Monterey Park Municipal Code, Chapter. 9.53.

12 An Ordinance was introduced on February 17, 2021 which repeals MPMC Chapter 9.53 and adds a new Chapter 4.5 to the MPMC regulating noise. Second reading and adoption is scheduled for March 3, 2021This ordinance has a pending number assignment. Please refer to the ordinance here: https://www.dropbox.com/s/ah9jbqyvq8k6za4/02-17-2021%20iPAD%20Agenda.pdf?dl=0.

In addition, Chapter 9.53 of the MPMC also establishes the allowed noise level increases in the City, which are outlined below in **Table 5.5-7: Monterey Park Permitted Increases in Noise Levels**.

Although the MPMC establishes the above noise standards, certain activities are exempt from the provisions of Chapter 9.53 including, "construction or demolition work conducted between the hours of 7:00 AM and 7:00 PM on weekdays and the hours of 9:00 AM and 6:00 PM on Saturdays, Sundays and holidays."

Table 5.5-7
Monterey Park Permitted Increases in Noise Levels

Permitted Increase (dBA)	Duration of Increase Permitted (minutes/hour)
5	15
10	5
15	1
20	Less than one minute

Source: Monterey Park Municipal Code, Chapter. 9.53.

Existing Conditions

The noise environment surrounding the Project Site is defined by a variety of noise sources, predominantly vehicular traffic on major roadways. In addition, air traffic into and out of LAX follows an east–west route over the middle of the City. However, this intermittent aircraft related noise is not considered excessive based on the existing noise levels shown in **Table 5.5-8** below. Additionally, the City's General Plan establishes the City's overall goal and intent to reduce aircraft noise impacts on residents and businesses by working with surrounding jurisdictions to improve aircraft noise standards and restricting helipad locations. Chapter 9.06 of the MPMC provides restrictions on noise generated by aircrafts. Implementation of General Plan policies and MPMC standards ensures potential airport and heliport noise is not excessive within the City.

Ambient Noise Levels

Existing noise at the Project Site and its vicinity is predominantly from vehicle noise generated on nearby streets, specifically Abajo Drive and Garvey Avenue. Noise measurements and a description of each location are provided in **Table 5.5-8: Existing Noise Measurements**.

These measurements are representative of typical ambient noise levels at nearby sensitive receiver locations. The locations of each of the noise monitoring measurements are shown in **Figure 5.5-3a: Noise Monitoring Location (Site 1)**, **Figure 5.5-3b: Noise Monitoring Location (Site 2)**, **Figure 5.5-3c: Noise**

Monitoring Location (Site 3), and **Figure 5.5-3d: Noise Monitoring Location (Site 4)**. As shown in **Table 5.5-8**, the existing ambient noise levels ranged from a low of 54.6 dBA at Site 2 to a high of 66.7 dBA at Site 4.

Table 5.5-8
Existing Noise Measurements

Location	Number/Description	Nearest Use	Time Period	Noise Source	dBA Leq
1	South of the Project Site across Abajo Drive	Residential	7:42 AM– 7:57 AM	Traffic along Abajo Drive	59.7
2	West of the Project Site along Sombrero Drive	Residential	8:04 AM–8:19 AM	Pedestrian activity	54.4
3	East of the Project Site across Abajo Drive	Residential	7:20 AM–7:35 AM	Traffic along Abajo Drive	66.5
4	North of the Project Site across Garvey Avenue	Church	7:00 AM–7:15 AM	Traffic along Garvey Avenue	66.8

*Source: Refer to **Appendix D** for noise monitoring data sheets.*
Notes: dBA = A-weighted decibels; Leq = average equivalent sound level.

Existing Vibration Levels

Aside from periodic construction work throughout the City, the primary source of existing ground-borne vibration within an urban area is limited to heavy-duty vehicular travel (buses, etc.) on local roadways. According to the FTA,[13] typical road traffic-induced vibration levels are unlikely to be perceptible by people. In part, FTA indicates that "it is unusual for vibration from traffic including buses and trucks to be perceptible, even in a location close to major roadways." Therefore, based on FTA published vibration data, the existing ground vibration in an urban environment with heavy-duty vehicular travel would be below the perceptible levels.

Sensitive Receivers

Some land uses are considered more sensitive to intrusive noise than others based on the types of activities typically involved with the land use. Noise-sensitive uses include residences, transient lodgings, dormitories, motels, hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. These uses are generally considered more sensitive to noise than are commercial and industrial land uses.

13 Federal Transit Administration, Transit Noise and Vibration Impact Assessment (2018).

As shown in **Figure 5.5-3a** through **Figure 5.5-3d**, uses considered sensitive to noise surrounding the Project Site include the residential neighborhood to the west along Sombrero Drive, the residential neighborhood to the south and east along Abajo Drive, the residential neighborhood to the east along Fremont Avenue, and the church use and residential neighborhood to the north along Garvey Avenue.

Residences along Abajo Drive to south and the senior apartment complex to the east of the Project Site are the nearest sensitive receivers to construction activities. The closest residence is approximately 90 feet from the Project Site.

Noise Modeling along Adjacent Roadways

In addition to the ambient noise measurements near the Project Site, the existing traffic noise on local roadways in the surrounding areas was calculated to quantify AM and PM peak hour noise levels using information provided in the traffic analysis prepared by Ganddini Group, Inc (refer to **Appendix E**). The traffic analysis analyzed a total of 3 intersections. These intersections and connecting roadway segments were selected for the generation of existing off-site traffic noise. Traffic noise levels were calculated using the Federal Highway Administration Traffic Noise Model (FHWA TNM). This model calculates the average noise level in CNEL along a given roadway segment based on traffic volumes, vehicle mix, posted speed limits, roadway geometry, and site conditions. The model calculates noise associated with a specific line source and the results characterize noise generated by motor vehicle traffic along the specific roadway segment. The model incorporates an alpha factor that characterizes the surface conditions of the area. An acoustically hard site uses an alpha factor of zero, while an acoustically soft site uses an alpha factor of 0.5. The greater the alpha factor, the greater the noise attenuates with increasing distance.

The results of the noise modeling are provided in **Table 5.5-9: Estimated Existing Roadway Noise Levels** As shown in **Table 5.5-9**, AM roadway noise levels ranged from a low of 27.1 dBA at the Project Driveway south of Garvey Avenue (Intersection 1), to a high of 62.4 dBA at Garvey Avenue east of Abajo Drive (Intersection 2). In addition, PM roadway noise levels ranged from a low of 37.1 dBA at the Project Driveway North of Garvey Avenue (Intersection 1) to a high of 63.6 dBA at Garvey Avenue east of Abajo Drive (Intersection 2).

Table 5.5-9
Estimated Existing Roadway Noise Levels

Intersection #	Roadway Segment	Time Period	Existing Roadway Noise Level dBA
Project Driveway			
1	North of Garvey Avenue	AM	34.5
		PM	37.1
	South of Garvey Avenue	AM	27.1
		PM	N/A
Garvey Avenue			
1	East of Project Driveway	AM	62.0
		PM	63.5
	West of Project Driveway	AM	62.0
		PM	63.5
2	East of Abajo Drive	AM	62.4
		PM	63.6
	West of Abajo Drive	AM	62.0
		PM	63.5
Abajo Drive			
2	North of Garvey Avenue	AM	37.9
		PM	35.9
	South of Garvey Avenue	AM	45.9
		PM	42.3

Source: Based on Transportation Impact Analysis for the 1688 Garvey Avenue Project, Ganddini Group, dated March 2020. Roadway noise model results are provided in ***Appendix D.***
Note: Roadway noise levels are modeled 75 feet from the center of the roadway.

North

West

South

East

SOURCE: Google Earth - 2020

FIGURE **5.5-3a**

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Noise Monitoring Location (Site 1)

273-001-19

North

West

South

East

SOURCE: Google Earth - 2020

FIGURE **5.5-3b**

Noise Monitoring Location (Site 2)

Meridian Consultants

273-001-19

North

West

South

East

SOURCE: Google Earth - 2020

FIGURE **5.5-3c**

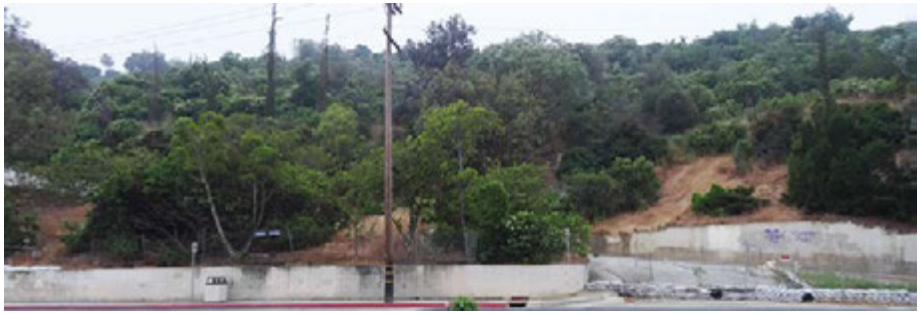
Meridian Consultants

Noise Monitoring Location (Site 3)

273-001-19

North

West



South

East

SOURCE: Google Earth - 2020

FIGURE **5.5-3d**

Meridian Consultants

Noise Monitoring Location (Site 4)

273-001-19

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, the City utilizes the CEQA Guidelines Appendix G Guidelines. Appendix G states that a project may be deemed to have a noise impact if it would:

Threshold 5.5-1 **Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.**

Threshold 5.5-2 **Generate excessive groundborne vibration or groundborne noise levels.**

City of Monterey Park

In assessing impacts related to noise in this section, the City uses Appendix G as the thresholds of significance. The criteria identified below will be used where applicable and relevant to assist in analyzing the Appendix G thresholds.

Construction Noise

Chapter 9.53 of the MPMC exempts construction noise from its provisions so long as construction activities are limited between the hours of 7:00 AM and 7:00 PM on weekdays and the hours of 9:00 AM and 6:00 PM on Saturdays, Sundays and holidays. Construction occurring outside of these time periods would be subject to the City's allowable noise levels, which are shown in **Table 5.5-6** and discussed above. Section 030 in Exhibit D of the City's BRP allows for temporary noise permitting with adequate noise abatement techniques for up to three months. Therefore, to result in a significant impact from construction noise sources, the Project would have to generate construction noises outside the exempted hours set forth by Chapter 9.53 of the MPMC that are in exceedance of the allowable noise levels laid out by Chapter 9.53 of the MPMC and shown in **Table 5.5-6**. Neither the City's General Plan nor the City's noise regulations contain any quantitative construction noise thresholds or other standards that would apply to the Project's construction activities. However, for purposes of this analysis, a construction noise impact would occur if noise levels measured at the property line of affected uses increase to or within the "normally unacceptable" or "clearly unacceptable" land use compatibility category as identified in the City's General Plan Safety and Community Services Element. Normally acceptable levels for single-family uses range from 50 to 60 CNEL and conditionally acceptable between 60 to 65 CNEL.

Operational Noise

A significant impact would occur if the Project caused the ambient noise level measured at the property line of affected uses to increase by CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 CNEL or greater noise increase.

Vibration

The City currently does not have a significance threshold to assess vibration impacts. Thus, the FTA guidelines set forth in FTA's *Transit Noise and Vibration Assessment Manual*, September 2018, are used to evaluate potential impacts related to construction vibration. According to FTA guidelines, impacts relative to ground-borne vibration associated with potential building damage would be considered significant if any of the following future events were to occur:

- Project construction activities cause ground-borne vibration levels to exceed 0.5 PPV at the nearest off-site reinforced-concrete, steel, or timber building.
- Project construction activities cause ground-borne vibration levels to exceed 0.3 PPV at the nearest off-site engineered concrete and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.2 PPV at the nearest off-site nonengineered timber and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.12 PPV at buildings extremely susceptible to vibration damage, such as historic buildings.

Based on FTA guidance, construction vibration impacts associated with human annoyance would be significant if the following were to occur (applicable to frequent events; 70 or more vibration events per day):

- Project construction activities cause ground-borne vibration levels to exceed 72 VdB at off-site sensitive uses (i.e., residential and hotel uses).

Methodology

Ambient Noise Measurements

Measures of existing noise levels around the Project Site were conducted over 15-minute intervals using a Larson-Davis Model 831 sound level meter, which satisfies the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation and for Type 1 accuracy. The sound level meter and microphone were mounted on a tripod 5 feet above the ground and equipped with a windscreen during all measurements. The sound level meter was set to "slow" time constant mode to record noise levels using the A-weighting filter network. The measured existing ambient noise levels are used as the baseline conditions for the purpose of determining Project impacts.

On-Site Construction Activities

Noise levels during construction of the Project were estimated based on the types of construction equipment, construction schedule, and construction phasing. Construction noise impacts associated with on-site construction activities were evaluated by calculating the construction-related noise levels at the nearest noise sensitive uses, consisting of residences, church, and a school, and comparing the construction- noise levels to the existing ambient noise level. The construction noise model for the Project is based on construction equipment noise levels published in the Federal Highway Administration (FHWA) Roadway Construction Noise Model. The ambient noise levels at surrounding sensitive receiver locations were determined based on field measurement data. Construction noise impacts due to on-site construction activities associated with the Proposed Project were determined by comparing these estimated construction-related noise levels to the measured existing ambient noise levels (i.e., noise levels without construction noise from the Proposed Project).

Off-Site Construction Activities

Off-site construction noise will result from the operation of haul trucks and trucks delivering construction materials to the Project Site. Noise levels associated with Proposed Project off-site construction truck travel were analyzed using the FHWA TNM. The predicted construction-related off-site truck volumes were obtained from the California Emissions Estimator Model (CalEEMod) model output included in **Appendix B** of this Draft EIR, which includes forecasts of the number of truck trips associated with construction activity.

Off-Site Operation Roadway Noise

Roadway traffic data was obtained from the Traffic Study for the Project (see **Appendix E**). Noise levels were evaluated with respect to the following traffic scenarios:

- Existing Conditions
- Existing plus Project
- Opening Year (2025) without Project
- Opening Year (2025) with Project

The potential effect of the Proposed Project roadway noise levels were analyzed by comparing the projected increase in traffic noise levels from Existing without Project conditions to both Existing plus Proposed Project and Future plus Proposed Project to the applicable significance criteria.

Cumulative noise impacts due to off-site motor vehicle travel were analyzed by comparing the projected increase in traffic noise levels from Future without Project conditions to Future plus Project conditions to

the applicable significance criteria. Future plus Project conditions include traffic volumes from future ambient growth, related projects, and the Proposed Project.

Construction Ground-Borne Vibration

Ground-borne vibration impacts due to the Project's construction activities were evaluated by (1) identifying potential vibration sources (i.e., construction equipment); (2) measuring the distance between vibration sources and surrounding structure locations; and (3) comparing the Project's activities to the applicable vibration significance thresholds, as shown in **Table 5.5-13** below. The vibration source levels for various types of equipment were based on data provided by the Federal Transit Administration (FTA).

Operation Ground-Borne Vibration

The primary sources of Project operation–related vibration would include traffic on adjacent roadways. In addition, the Project would include typical residential-grade stationary mechanical and electrical equipment, such as heating, ventilation, and air conditioning (HVAC) units, and exhaust air fans, that would produce vibration. The majority of the Project's operation-related vibration sources, such as mechanical and electrical equipment, would incorporate vibration attenuation mounts, as required by the particular equipment specifications. Furthermore, ground-borne vibration typically attenuates rapidly as a function of distance from the vibration source.

Project Impact Analysis

Threshold 5.5-1 **Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Construction

Noise from Project construction activities will be affected by the amount of construction equipment, the location of this equipment, the timing and duration of construction activities, and the relative distance to noise-sensitive receivers. Construction activities that would occur during the construction phases (slope stabilization, grading, retaining wall, utilities, street improvements, construction of residential units, and landscaping) would generate both steady-state and episodic noise that would be heard both on and off the Project Site. Each phase involves the use of different types of construction equipment and, therefore, has its own distinct noise characteristics. The Project would be constructed using typical construction techniques; no blasting, impact pile driving, or jackhammers would be required.

On-Site Construction Noise

Individual pieces of construction equipment that would be used during construction produce maximum noise levels of 74 dBA to 85 dBA at a reference distance of 50 feet from the noise source, as shown in **Table 5.5-10: Typical Maximum Noise Levels for Project Construction Equipment**.

Table 5.5-10
Typical Maximum Noise Levels for Project Construction Equipment

Equipment Description	Typical Duty Cycle (%)	Spec Lmax (dBA)	Actual Lmax (dBA)
Backhoe	40	80.0	77.6
Crane	16	85.0	80.6
Dozer	40	85.0	81.7
Drill Rig	20	85.0	84.4
Excavator	40	85.0	80.7
Forklift	40	85.0	N/A
Generator	50	82.0	80.6
Grader	40	85.0	N/A
Loader	40	80.0	79.1
Paver	50	85.0	77.2
Tractor	40	84.0	N/A
Welder	40	73.0	74.0

Source: FHWA Roadway Construction Noise Model (RCNM) version 1.1
Note: N/A = not available.

To characterize construction-period noise levels, the average (hourly Leq) noise level associated with each construction stage was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

Construction equipment operates at its noisiest levels for certain percentages of time during operation. Equipment such as excavators, graders, and loaders would operate at different percentages over the course of an hour.[14] During a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently. The estimated construction noise levels were calculated for a scenario in which up to eight pieces of construction equipment was assumed to be operating simultaneously, given the physical size of the Project Site and logistical limitations, and with the

14 Federal Highway Administration, *Traffic Noise Model* (2006).

noise equipment located at the construction area nearest to the affected receivers to present a conservative impact analysis. This is considered a worst-case evaluation because the Project would typically use fewer pieces of equipment simultaneously at any given time and, accordingly, would likely generate lower noise levels than reported herein.

Separate forecasts of construction noise levels from on-site construction at each of the noise sensitive uses within the immediate vicinity were completed. The forecast noise levels at the nearest residential uses to the Project Site from construction activity are shown in **Table 5.5-11: Construction Maximum Noise Estimates**.

Table 5.5-11
Construction Maximum Noise Estimates

Nearest Off-Site Building Structures	Distance from Project Site (feet)	Ambient Noise Leq (dBA)	Maximum Construction Noise (Leq)	Ambient plus Construction (Leq)	Maximum Increase in Noise (Leq)	Construction Noise Levels with Attenuation (Leq)	Interior Noise Levels (Leq)
Residential to the south across Abajo Drive	90	59.7	83.0	83.0	+23.3	63.0	43.0
Residential to the west along Sombrero Drive	170	54.4	77.5	77.5	+23.1	58.5	37.5
Residential to the east across Abajo Drive	100	66.5	82.1	82.2	+15.6	62.2	42.2
Church to the north across Garvey Avenue	120	66.8	80.5	80.7	+13.7	60.7	40.7
Residential to the east across Garvey Avenue	100	66.5	82.1	82.2	+15.6	62.2	42.2

*Source: Refer to **Appendix D** for construction noise worksheets.*

As shown in **Table 5.5-11**, construction noise levels would result in a maximum increase of outdoor noise levels up to 23.3 dBA at the residences to the south across Abajo Drive without implementation of noise attenuation techniques. Consistent with Goal 5.0 of the City's General Plan, the Project would be required to minimize the noise impacts associated with point-sources and ambient noise levels throughout the community. The Project would utilize construction best management practices to reduce construction related noise to the greatest extent possible. Construction best management practices are intended to prevent the use of non-standard construction equipment, unnecessary idling, equipment that is not appropriately muffled, and not to increase overall construction noise, in general, during allowable hours. Accordingly, implementation of **Mitigation Measure MM N-1** would require the use of optimal muffler

systems that would reduce construction noise levels by approximately 10 dB or more.[15] Additionally, scheduling grading activities to avoid operating numerous pieces of heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously in close proximity to the boundary of properties of off-site noise sensitive receptors surrounding the Project site to reduce construction noise levels by approximately 5 to 10 dBA. A temporary noise barrier can achieve a 5 dBA noise level reduction when it is tall enough to break the line-of-sight to the receiver. After it breaks the line-of-sight, it can achieve approximately 1.5 dBA of additional noise level reduction for each 1 meter (3.3 feet) of barrier height.[16] Consequently, with implementation of **Mitigation Measure MM N-1,** maximum construction noise levels along Abajo Drive would be reduced to 63 dBA, a 3.3 dBA increase when compared to the ambient noise level. Noise levels for the single-family uses would remain in the normally acceptable range of 50 to 60 dBA CNEL and conditionally acceptable between 60 to 65 dBA CNEL.

As discussed previously, the minimum attenuation of exterior-to-interior reduction of noise for newer residential units is generally 20 dBA or more. Taking into account this minimum level of attenuation of 20 dBA, interior noise levels during construction would range from 37.5 to 43.0 dBA.

Due to the temporary nature of construction, the City does not promulgate standards for construction-generated noise. Due to construction best management practices, the Project would comply with Section Chapter 9.53 of the MPMC, which exempts noise sources associated with construction-related activities, provided the activities do not take place between the hours of 7:00 PM and 7:00 AM on weekdays and 6:00 PM to 9:00 AM on Saturdays, Sundays, and holidays. The Project would also comply with Section 030 in Exhibit D of the City's BRP which allows for temporary noise permitting with adequate noise abatement techniques for up to three months. Accordingly, with adherence to the MPMC, on-site construction noise impacts would be less than significant.

Off-Site Construction Noise

Construction of the Project would require haul and vendor truck trips to and from the Project Site to import soil and delivery supplies to the Project Site. Trucks traveling to and from the Project Site would be required to travel along a haul route approved by the City. Construction debris and earthwork surplus would be taken to an approved material recycling facility/transfer station. The construction haul route to the approved waste site (Irwindale Management Waste) is approximately 15 miles from the Project Site – or 30 miles round trip. Construction debris and excavated soil would be hauled east on Garvey Avenue using designated truck routes to the freeway system. Approximately 64 truck trips per day would take place during the site clearing/demolition and grading phase.

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15 FHWA, *Special Report – Measurement, Prediction, and Mitigation*, updated June 2017. https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm, accessed October 2019.

16 FHWA, *Special Report – Measurement, Prediction, and Mitigation*, updated June 2017. https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm, accessed October 2019.

Project truck trips, which include medium- and heavy-duty trucks, would generate noise levels of approximately 50.4 to 55.3 dBA, respectively, measured at a distance of 75 feet from a sensitive receiver along Garvey Avenue. As shown in **Table 5.5-8,** existing noise levels along Garvey Avenue was 66.8 dBA. The noise level increases from truck trips would be within the existing ambient noise levels, as ambient noise levels would not increase due to trucks travelling along Garvey Avenue. Construction debris and excavated soil would be hauled east on Garvey Avenue, where existing noise levels are approximately 66.8 dBA (refer to **Table 5.5-8**). Consequently, noise levels would be below existing ambient noise levels. Accordingly, off-site construction noise impacts would be less than significant.

Operation

Roadway Noise

Table 5.5-12: Off-Site Roadway Traffic Noise Impacts – Existing with Project presents the estimated cumulative off-site traffic noise levels.

Table 5.5-12
Off-Site Roadway Traffic Noise Impacts – Existing with Project

Intersection	Roadway Segment	Time Period	Existing without Project (dBA)	Existing with Project (dBA)	Change	Significant Impact
Project Driveway						
1	North of Garvey Avenue	AM	34.5	34.5	0.0	**No**
		PM	37.1	37.1	0.0	**No**
	South of Garvey Avenue	AM	27.1	35.6	+8.5	**No**
		PM	N/A	36.4	N/A	**No**
Garvey Avenue						
1	East of Project Driveway	AM	62.0	62.1	+0.1	**No**
		PM	63.5	63.5	0.0	**No**
	West of Project Driveway	AM	62.0	62.1	+0.1	**No**
		PM	63.5	63.5	0.0	**No**
2	East of Abajo Drive	AM	62.4	62.5	+0.1	**No**
		PM	63.6	63.6	0.0	**No**
	West of Abajo Drive	AM	62.0	62.0	0.0	**No**
		PM	63.5	63.5	0.0	**No**
Abajo Drive						
2	North of Garvey Avenue	AM	37.9	38.4	+0.5	**No**
		PM	35.9	36.4	+0.5	**No**
	South of Garvey Avenue	AM	45.9	45.9	0.0	**No**
		PM	42.3	42.4	+0.1	**No**

Source: Based on Transportation Impact Analysis for the 1688 Garvey Avenue Project, Ganddini Group, dated March 2020.
*Roadway noise model results are provided in **Appendix D.***
Note: Roadway noise levels are modeled 75 feet from the center of the roadway.

As shown in **Table 5.5-12**, AM roadway noise level increases ranged from a low of 0 dBA at both intersections to a high of 8.5 dBA at the Project Driveway south of Garvey Avenue (Intersection 1). Noise levels at this intersection would be 35.6 dBA and would still be within acceptable noise level limits at adjacent land uses. In addition, PM roadway noise level increases ranged from a low of 0 dBA at both intersections to a high of 0.5 dBA along Abajo Drive north of Garvey Avenue. Accordingly, roadway noise impacts due to the Project would be less than significant.

Fixed-Mechanical Equipment Noise

The Project would introduce various stationary noise sources, including HVAC systems. All Project mechanical equipment would be required to be designed with appropriate noise-control devices, such as sound attenuators, acoustics louvers, or sound screens/parapet walls, to comply with noise-limitation requirements provided in Chapter 9.53 of the MPMC. The City's existing General Plan policies would protect residents from excessive stationary noise sources and ensure new land uses meet the MPMC's noise standards through evaluation and design considerations. Thus, stationary and other sources of noise would be controlled by General Plan goals and policies, and the MPMC, which limit allowable noise levels at adjacent properties. Therefore, through compliance with the requirements in Chapter 9.53 of the MPMC and building permit approval subsequent to the City's development review process, operation of mechanical equipment for the Project would be designed to not exceed the City's threshold of significance and impacts would be less than significant.

Threshold 5.5-2 Would the Project generate excessive groundborne vibration or groundborne noise levels?

Construction Vibration

Table 5.5-13: On-Site Construction Vibration Levels Estimates—Building Damage presents construction vibration impacts associated with on-site construction in terms of building damage. It is important to note pile driving would not be required during construction. As shown in **Table 5.5-13**, the forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.2 PPV ips at any of the identified surrounding residential uses for any of the construction equipment. Construction vibration impacts due to building damage would be less than significant.

Table 5.5-14: On-Site Construction Vibration Levels Estimates – Human Annoyance presents construction vibration impacts associated with on-site construction in terms of human annoyance. As shown in **Table 5.5-14**, the forecasted vibration levels due to on-site construction activities would exceed the human annoyance significance threshold of 72 VdB for vibratory rollers between 90 to 120 feet from the nearest sensitive receiver. Accordingly, construction vibration impacts due to human annoyance would be less than significant.

Table 5.5-13
On-Site Construction Vibration Impacts—Building Damage

Nearest Off-Site Building Structures	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from Construction Equipment					Significance Threshold (PPV ips)
	Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Small bulldozer	
FTA Reference Vibration Levels at 25 feet						
	0.210	*0.089*	*0.089*	*0.076*	*0.003*	
Residential to the south across Abajo Drive (90 feet)	0.031	0.013	0.013	0.011	0.00	0.2
Residential to the west along Sombrero Drive (170 feet)	0.012	0.005	0.005	0.004	0.00	0.2
Residential to the east across Abajo Drive (100 feet)	0.026	0.011	0.011	0.010	0.00	0.2
Church to the north across Garvey Avenue (120 feet)	0.020	0.008	0.008	0.007	0.00	0.2
Residential to the east across Garvey Avenue (100 feet)	0.026	0.011	0.011	0.010	0.00	0.2

Source: US Department of Transportation, Federal Transportation Authority, Transit Noise and Vibration Impact Assessment
*Source: Refer to **Appendix D** for construction vibration worksheets.*

Table 5.5-14
On-Site Construction Vibration Impacts—Human Annoyance

Nearest Off-Site Building Structures	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from Construction Equipment					Significance Threshold (PPV ips)
	Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Small bulldozer	
FTA Reference Vibration Levels at 25 feet						
	94	*87*	*87*	*86*	*58*	
Residential to the south across Abajo Drive (90 feet)	69	62	62	61	41	72
Residential to the west along Sombrero Drive (170 feet)	76	69	69	68	33	72

Nearest Off-Site Building Structures	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from Construction Equipment					Significance Threshold (PPV ips)
	Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Small bulldozer	
Residential to the east across Abajo Drive (100 feet)	74	67	67	65	39	72
Church to the north across Garvey Avenue (120 feet)	76	69	69	68	37	72
Residential to the east across Garvey Avenue (100 feet)	69	62	62	61	39	72

Source: US Department of Transportation, Federal Transportation Authority, Transit Noise and Vibration Impact Assessment
*Refer to **Appendix D** for construction vibration worksheets.*

MITIGATION MEASURES

For all construction-related activities, noise-attenuation techniques must be employed as needed to ensure that noise remains as low as possible during construction. The following mitigation measures would reduce construction noise and vibration impacts to less than significant:

MM N-1 Construction Noise

In the event construction noise levels increase to or within the "normally unacceptable" or "clearly unacceptable" land use compatibility for single-family uses, the Applicant must utilize, without limitation, the following construction best management practices:

- Shroud or shield all impact tools, and muffle or shield all intake and exhaust port on power equipment to reduce construction noise by 10 dB or more.
- If feasible, schedule grading activities so as to avoid operating numerous pieces of heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, or rollers) simultaneously in close proximity to the boundary of properties of off-site noise sensitive receptors surrounding the Project site to reduce construction noise levels by approximately 5 to 10 dBA.
- Where feasible, temporary barriers including, without limitation, sound blankets on existing fences and walls, or freestanding portable sound walls, must be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled levels exceed applicable standards.

MM N-2 Construction Vibration

- In the event vibratory rollers are to be used during the grading and exceed the human annoyance significance threshold of 72 VdB, such equipment must be limited to be operate not less than 150 feet away from the nearest sensitive receiver. The applicant must post and maintain signs at the boundary of this 150 foot buffer zone until grading is completed.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Construction Noise

As shown in **Table 5.5-11**, construction noise levels would result in a maximum increase of outdoor noise levels up to 23.3 dB at the residences to the south across Abajo Drive without implementation of noise attenuation techniques. Implementation of **Mitigation Measure MM N-1** requires use of optimal muffler systems that would reduce construction noise levels by approximately 10 dB or more.[17] Additionally, scheduling grading activities to avoid operating numerous pieces of heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, or rollers) simultaneously in close proximity to the boundary of properties of off-site noise sensitive receptors surrounding the Project site to reduce construction noise levels by approximately 5 to 10 dBA. A temporary noise barrier can achieve a 5 dBA noise level reduction when it is tall enough to break the line-of-sight to the receiver. After it breaks the line-of-sight, it can achieve approximately 1.5 dBA of additional noise level reduction for each 1 meter (3.3 feet) of barrier height.[18] Consequently, with implementation of **Mitigation Measure MM N-1,** maximum construction noise levels along Abajo Drive would be reduced to 63 dBA, a 3.3 dBA increase when compared to the ambient noise level. Noise levels for the single-family uses would remain in the normally acceptable range of 50 to 60 CNEL and conditionally acceptable between 60 to 65 CNEL.

Construction Vibration

As shown in **Table 5.5-14**, the forecasted vibration levels due to on-site construction activities would exceed the human annoyance significance threshold of 72 VdB for vibratory rollers between 90 to 120 feet from the nearest sensitive receiver. Implementation of **MM N-2** would limit the use of vibratory rollers to be not less than 150 feet from the nearest sensitive receiver and would reduce ground-borne vibration levels to be below 72 VdB threshold at off-site sensitive uses. It is important to note, distance between the receivers and construction equipment could be achieved along the hillside due to the change in elevation.

17 FHWA, *Special Report – Measurement, Prediction, and Mitigation*, updated June 2017. https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm, accessed February 2021.

18 FHWA, *Special Report – Measurement, Prediction, and Mitigation*, updated June 2017. https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm, accessed February 2021.

Thus, distance between the receiver and construction equipment can be achieved both horizontally and vertically. Accordingly, impacts would be less than significant with mitigation incorporated.

CUMULATIVE IMPACTS

The Project, in combination with related projects, could generate increased noise in the area.

Construction Noise

Most of the related projects are located a far enough distance from the Project Site that there is no potential for cumulative noise impacts. Noise from construction of development projects is typically localized and has the potential to affect noise-sensitive uses within 500 feet from the construction site, as construction noise would be attenuated by distance and intervening buildings, typical in an urban setting. Thus, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receivers located midway between the two construction sites. The nearest related project (Atlantic Garvey Hotel) is located approximately 0.63 mile (3,326 feet) east from the Project Site at 808 Garvey Avenue and is not located close enough to the Project to result in cumulative construction noise impacts from concurrent construction. The Project's maximum construction noise levels with attenuation would be 63 dBA, which is an 3.3 dBA increase when compared to the ambient noise level. Noise levels for the single-family uses would remain in the normally acceptable range of 50 to 60 CNEL and conditionally acceptable between 60 to 65 CNEL.

As mentioned previously, the City does not promulgate standards for construction-generated noise. The Project would be required to comply with Chapter 9.53 of the MPMC, which exempts noise sources associated with construction-related activities provided the activities do not take place between the hours of 7:00 PM and 7:00 AM on weekdays, and 6:00 PM to 9:00 AM on Saturdays, Sundays, and holidays. Accordingly, similar to the Project, related projects would be required to implement construction best management practices and adhere to the goals and policies listed in the City's General Plan to minimize the noise impacts. No related projects are located near enough to the Project Site to create the potential for significant cumulative construction noise impacts.

Construction Vibration

As previously indicated, ground-borne vibration decreases rapidly with increase in distance. Potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in close proximity to the construction site, within 100 feet from the heavy construction equipment. As noted, the nearest related project, is approximately 0.63 mile east from the Project Site. The Project would not result in significant construction vibration impacts at the nearest sensitive receiver with implementation of **MM N-2**. Therefore, cumulative vibration impacts associated with potential concurrent

on-site construction activities from development of the Project and the related projects would be less than significant.

Operational Noise

Mechanical equipment for the Project and related projects would be required to be designed with appropriate noise-control devices, such as sound attenuators, acoustics louvers, or sound screens/parapet walls, to comply with noise-limitation requirements provided in Chapter 9.53 of the MPMC. As discussed previously, the City's existing General Plan policies would protect residents from excessive stationary noise sources and ensure new land uses meet the MPMC's noise standards through evaluation and design considerations. Thus, stationary and other sources of noise would be controlled by General Plan goals and policies and the MPMC, which limits allowable noise levels at adjacent properties. Additionally, as the nearest related project is 0.63 mile east of the Project, it is unlikely that operational noise from any related project would combine with operational noise from the Project to create a significant combined noise impact. Accordingly, it is not anticipated that a significant cumulative increase in permanent ambient noise levels would occur and, therefore, the impact would be less than significant. Therefore, the Project's contribution to cumulative operational noise impacts would not be cumulatively considerable.

Vehicle Noise

Cumulative noise impacts due to off-site motor vehicle travel during Proposed Project operations at buildout were analyzed by comparing the projected increase in traffic noise levels from Future without Project conditions to Future plus Project conditions. Future plus Project conditions include traffic volumes from future ambient growth, related projects, and the Proposed Project.

Table 5.5-15: Off-Site Roadway Traffic Noise Impacts—Cumulative presents the estimated cumulative off-site traffic noise levels. As shown in **Table 5.5-15**, AM roadway noise level increases ranged from a low of 0 dBA at both intersections to a high of 8.5 dBA at the Project Driveway south of Garvey Avenue (Intersection 1). Noise levels at this intersection would be 35.6 dBA and would still be within acceptable noise level limits at adjacent land uses. In addition, PM roadway noise level increases ranged from a low of 0 dBA at both intersections to a high of 0.5 dBA along Abajo Drive north of Garvey Avenue. Accordingly, cumulative roadway noise impacts would be less than significant.

Table 5.5-15
Off-Site Roadway Traffic Noise Impacts – Cumulative

Intersection #	Roadway Segment	Time Period	Opening Year (2025) without Project	Opening Year (2025) with Project	Change
			dBA		
Project Driveway					
1	North of Garvey Avenue	AM	34.5	34.5	0.0
		PM	37.3	37.3	0.0
	South of Garvey Avenue	AM	27.1	35.6	+8.5
		PM	N/A	36.4	N/A
Garvey Avenue					
1	East of Project Driveway	AM	62.3	62.3	0.0
		PM	63.7	63.8	+0.1
	West of Project Driveway	AM	62.3	62.3	0.0
		PM	63.8	63.8	0.0
2	East of Abajo Drive	AM	62.7	62.7	0.0
		PM	63.9	63.9	0.0
	West of Abajo Drive	AM	62.2	62.3	+0.1
		PM	63.7	63.8	+0.1
Abajo Drive					
2	North of Garvey Avenue	AM	37.9	38.4	+0.5
		PM	35.9	36.4	+0.5
	South of Garvey Avenue	AM	46.1	46.1	0.0
		PM	42.5	42.6	+0.1

Source: Based on Transportation Impact Analysis for the 1688 Garvey Avenue Project, Ganddini Group, dated March 2020.
*Roadway noise model results are provided in **Appendix D.***
Note: Roadway noise levels are modeled 75 feet from the center of the roadway.

5.6 TRANSPORTATION

INTRODUCTION

This subsection of the Draft EIR provides an analysis of potential transportation and traffic impacts of the Project. The analysis in this section evaluates whether the Project would be consistent with applicable circulation policies and consistency with CEQA Guidelines Section 15064.3(b). In addition, the potential for cumulative transportation and traffic impacts are evaluated.

This section incorporates information from the *1688 West Garvey Avenue Project Traffic Impact Analysis, City of Monterey Park, California*, dated January 8, 2021, prepared by Ganddini Group, Inc. This Traffic Impact Analysis (TIA) is provided in **Appendix E: Traffic Impact Analysis** of this Draft EIR.

ENVIRONMENTAL SETTING

Existing Conditions

Study Area

The study area includes the following intersections.

1. Project Access Driveway (North/South) at West Garvey Avenue (East/West)
2. Abajo Drive (North/South) at West Garvey Avenue (East/West)

Figure 5.6-1: Project Study Area depicts the study intersection and Project driveways within the City.

Existing Roadway System

Regional access to the Project Site is provided by I-10 north of the Project Site and I-710 west of the Project Site. The key east-west roadway providing local circulation is West Garvey Avenue.

Interstate 10 (I-10) is a 12-lane divided freeway classified as a State Highway on the General Plan Circulation Element. I-10 freeway access is provided via grade separated interchanges at Fermont Avenue and Atlantic Boulevard. It currently carries approximately 203,000 to 208,000 vehicles per day in the Project vicinity.

Interstate 710 (I-710) is a seven-lane divided freeway classified as a State Highway on the General Plan Circulation Element. I-710 freeway access is provided via grade separated interchanges at Ramona Boulevard and Floral Drive. It currently carries approximately 127,000 to 192,000 vehicles per day in the Project vicinity.

The major public street in the existing roadway system in the vicinity of the Project Site and within the TIA study area is West Garvey Avenue:

West Garvey Avenue is a four-lane divided roadway classified as a Minor Arterial on the General Plan Circulation Element. On-street parking is generally prohibited on this roadway near the Project Site. Dedicated on-street bicycle lanes are not provided in the study area. Sidewalks are provided on the north side and south side of West Garvey Avenue. The posted speed limit is 40 miles per hour.

Transit System

The Project Site is currently served by Metro Route 70 and City of Monterey Park Spirit Route 4 along West Garvey Avenue. Three bus stops are located in proximity to the Project Site: the St. Stevens Serbian Orthodox Cathedral bus stop, located approximately 75-feet north across West Garvey Avenue; and the West Garvey/Abajo bus stop, which abuts the northeast corner of the Project Site. There is an additional bus stop located directly to the east of the Project driveway on West Garvey Avenue at St. Stevens Serbian Church on the northern side of West Garvey Avenue. Pedestrian access to the bus stops is limited due to the obstruction of existing sidewalk along the Project Site.

Bicycle System

Currently, on-street bicycle lanes are not proposed in the vicinity of the Project Site in the General Plan. The nearest bicycle route is a Class-III Bicycle Route, located approximately 300-feet southeast of the Project Site, along Monterey Pass Road. While not striped, there is sufficient room for a bicycle lane in front of the Project Site due to an oversized eastbound lane.

Pedestrian Facilities

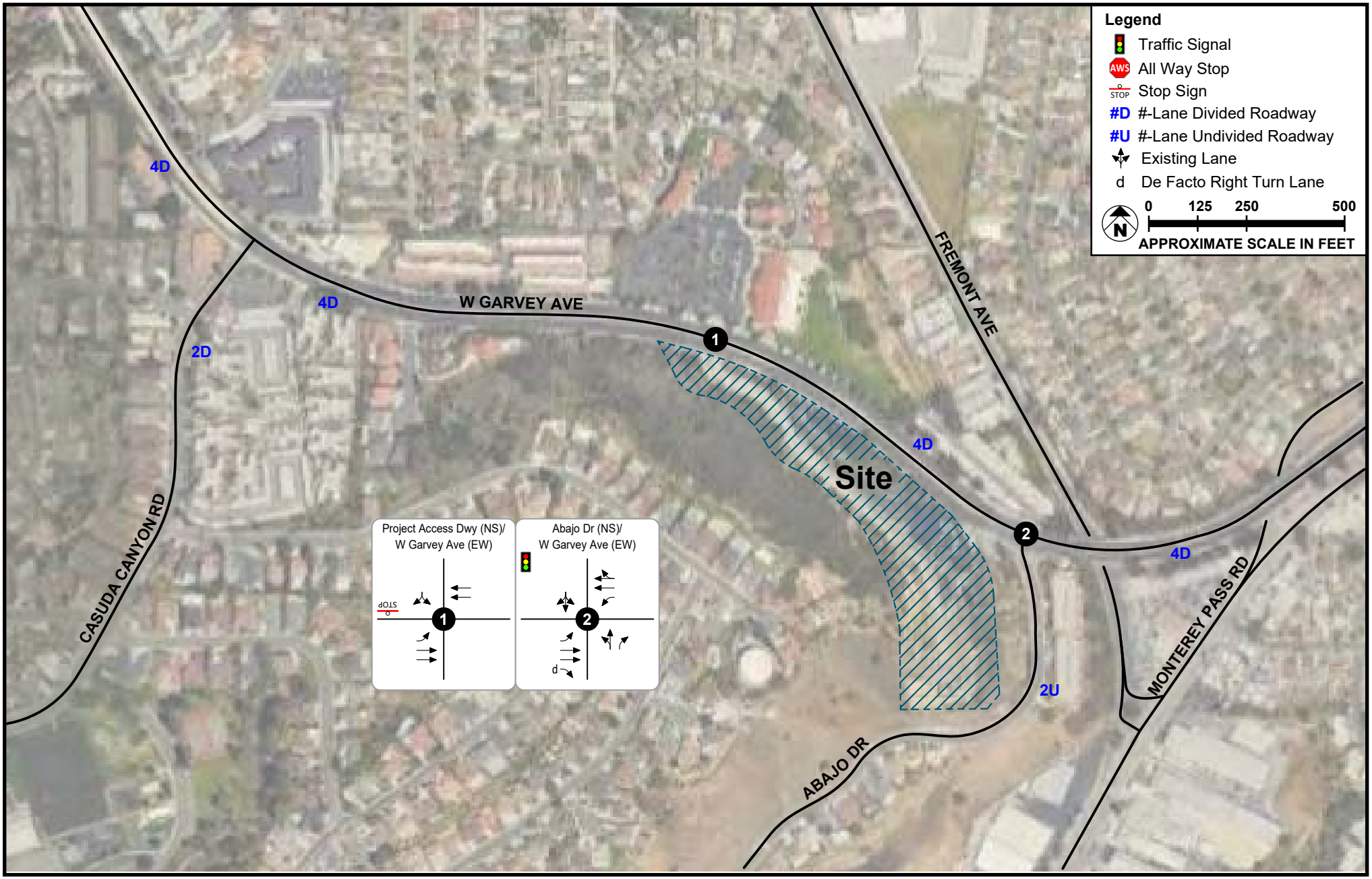
A pedestrian sidewalk is currently provided along the Project Site frontage on both West Garvey Avenue and Abajo Drive. The existing sidewalk along the edge of the Project Site along West Garvey Avenue is unusable, as much of it is obstructed by the supplemental retaining wall and the soils behind it.

Truck Routes

West Garvey Avenue is an existing truck route as designated in the General Plan. Existing truck routes are shown in **Figure 5.6-2: Existing Truck Haul Routes**.

Existing Traffic Conditions

This section describes the existing 2021 operating conditions in the study area.



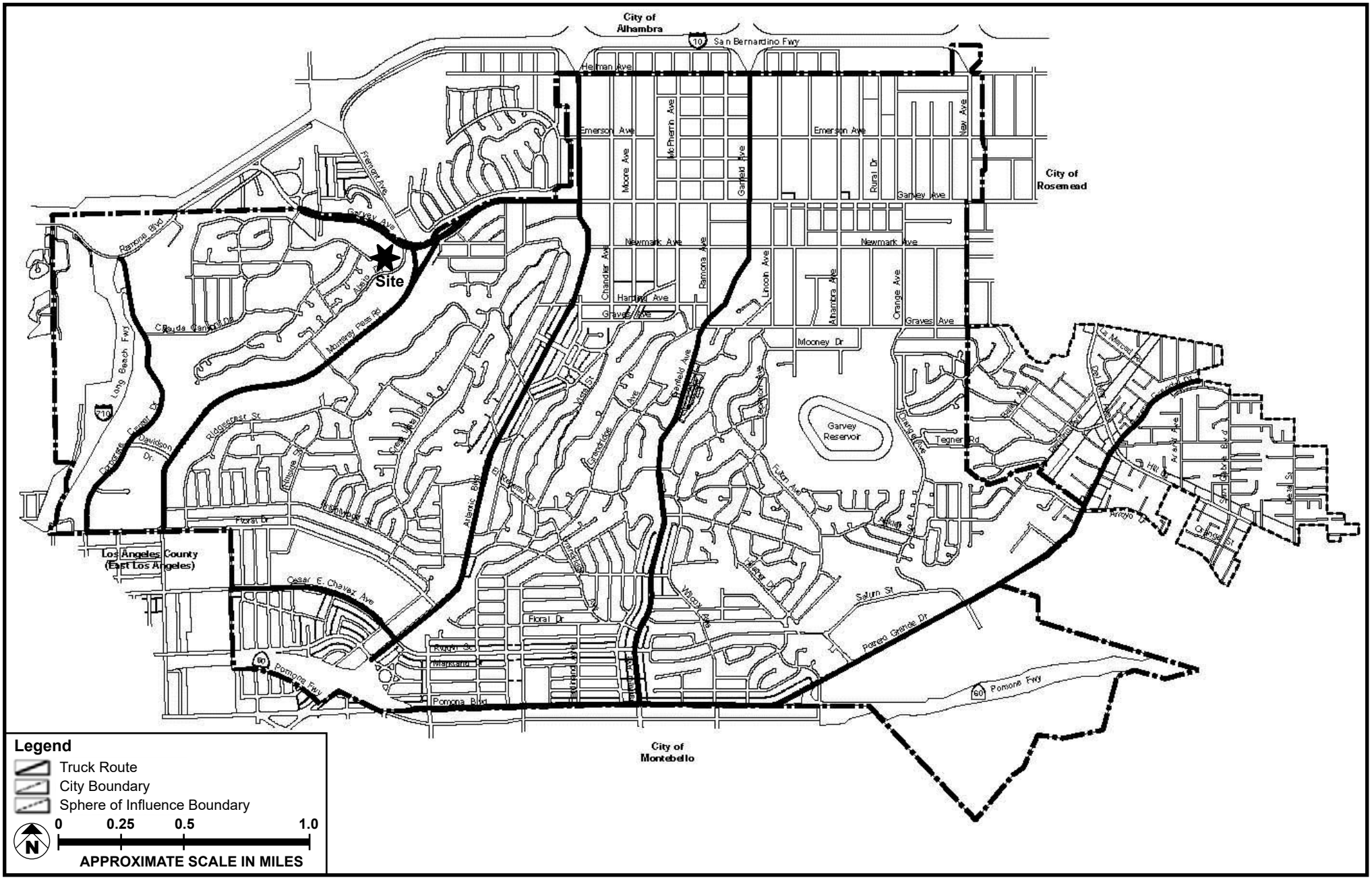
SOURCE: 1688 West Garvey Avenue Project Traffic Impact Analysis, Ganddini Group Inc. - April 30, 2020

FIGURE **5.6-1**

Meridian Consultants

Project Study Area

273-001-19



SOURCE: City of Monterey Park General Plan

FIGURE **5.6-2**

Meridian Consultants

Existing Truck Haul Routes

273-001-19

REGULATORY SETTING

Monterey Park General Plan—Circulation Element

The General Plan provides direction regarding its vision for future development and includes several chapters to help guide the design of future development. It also contains several broad goals, objectives, and policies for neighborhood design to create a more livable city for existing and future residents. These goals and policies are stated not in terms of specific design guidelines, but in terms of general neighborhood-wide design policies. The General Plan serves as a guide for the City's overall long-range growth and development policies and serves as a guide to update community plans, specific plans, and the citywide elements. These citywide elements address functional topics that cross community boundaries, such as transportation, and address these topics in detail. With regard to mobility in relation to the Project Site, the Circulation Element of the General Plan establishes the following goals and policies:

Goal 2.0: Provide a local street system that accommodates current and future traffic volumes.

Goal 5.0: Create and maintain a connected system of bicycle routes and pedestrian facilities that meets the needs of city residents.

Goal 6.0: Ensure that all development projects provide well designed parking facilities that are safe, convenient, and attractive.

Monterey Park Municipal Code

Section 21.22.090(D) of the MPMC requires adequate sight distance clearance to be provided at project driveways that intersect with the public right-of-way.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, the City utilizes the CEQA Guidelines Appendix G Guidelines. Appendix G states that a project may be deemed to have a transportation impact if it would:

Threshold 5.6-1 **Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.**

Threshold 5.6-2 **Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).**

Threshold 5.6-3 **Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**

Threshold 5.6-4 **Result in inadequate emergency access.**

Methodology

As of July 1, 2020, CEQA Guidelines section 15064.3 requires that the determination of transportation impacts is required to be based on the amount of Vehicle Miles Traveled (VMT) a project will induce instead of the operating conditions of streets and intersections.

CEQA Guidelines section 15064.3 describes specific considerations for evaluation of a project's transportation impacts and lists criteria for analyzing impacts related to transportation. As noted in the CEQA Guidelines, "A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express change in absolute terms, per capita, per household or in any other measure."[1]

The City adopted a VMT Policy in February 2021 that defines the methodology for analyzing VMT and thresholds of significance. The City's September 2020 Transportation Study Guidelines provide further guidance on the analysis of VMT.

The San Gabriel Valley Council of Governments (SGVCOG) undertook the SGVCOG SB 743 Implementation Study to assist its member agencies, including the City of Monterey Park, with determining appropriate methodology, thresholds, and mitigation approaches for VMT impact analysis. As part of this study, a web-based VMT Assessment Tool was developed for use in VMT Screening and identifying appropriate mitigation. The City of Monterey Park utilized the information produced through the Implementation Study to develop the City's methodology and significance thresholds for use in CEQA compliance.

The City's Transportation Study Guidelines also contain a Level of Service (LOS) Policy and a threshold used to determine when a Traffic Study that includes Level of Service analysis is required. A Traffic Study which includes LOS analysis is required for a proposed project when either the AM or PM peak hour trip generation from the proposed development is expected to exceed 50 vehicle trips.

1 CEQA Guidelines, §15064.3(b)(4).

Project Access and Street Improvements

One gated access driveway would be provided at West Garvey Avenue. Striping modifications on eastbound Garvey Avenue will be made to add a dedicated right turn lane to enter the site and an acceleration lane to exit the site as shown in **Figure 5.6-3: Garvey Avenue Street Improvement Plan.**

Additional improvements described as follows will also be completed at the intersection of the driveway with Garvey Avenue: installation of northbound stop control; construction of the northbound approach to provide access for gate turn-around and outbound right turns; reconfiguration of the westbound center median on Garvey Avenue to provide left turn inbound access; closure of the existing median gap approximately 200 feet east of the Project driveway; and modification of striping on eastbound Garvey Avenue to add a dedicated right turn lane for Project Site entry and an acceleration lane for Project Site exit.

Project Trip Generation

Table 5.6-1: Project Trip Generation shows the project trip generation based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017). Trip generation rates were determined for daily trips, AM peak-hour inbound and outbound trips, and PM peak-hour inbound and outbound trips for the Project's proposed land use. In accordance with the ITE recommendations, the number of trips forecast to be generated by the proposed use are determined by multiplying the trip generation rates by the land use quantity. As shown in **Table 5.6-1** below, the Project will generate approximately 151 daily vehicle trips, including 12 trips during the AM peak hour and 16 trips during the PM peak hour.

Table 5.6-1
Project Trip Generation

Trips Generated									
			AM Peak Hour			PM Peak Hour			
Land Use	Quantity	Units[1]	In	Out	Total	In	Out	Total	Daily
Single-Family Detached Housing	16	DU	3	9	12	10	6	16	151

*Source: Ganddini Group, Inc. 1688 West Garvey Avenue Project Traffic Impact Analysis, City of Monterey Park (February 2021). (Refer to **Appendix E.**)*

Notes:

[1] DU – Dwelling Units

As discussed above, the City's Transportation Study Guidelines require the preparation of a Traffic Study which includes LOS analysis when either the AM or PM peak hour trip generation from a proposed project

is expected to exceed 50 vehicle trips. Since the number of peak hour trips generated by the proposed Project is less than 50 trips, analysis of the LOS of intersections is not required by the City's Transportation Study Guide.

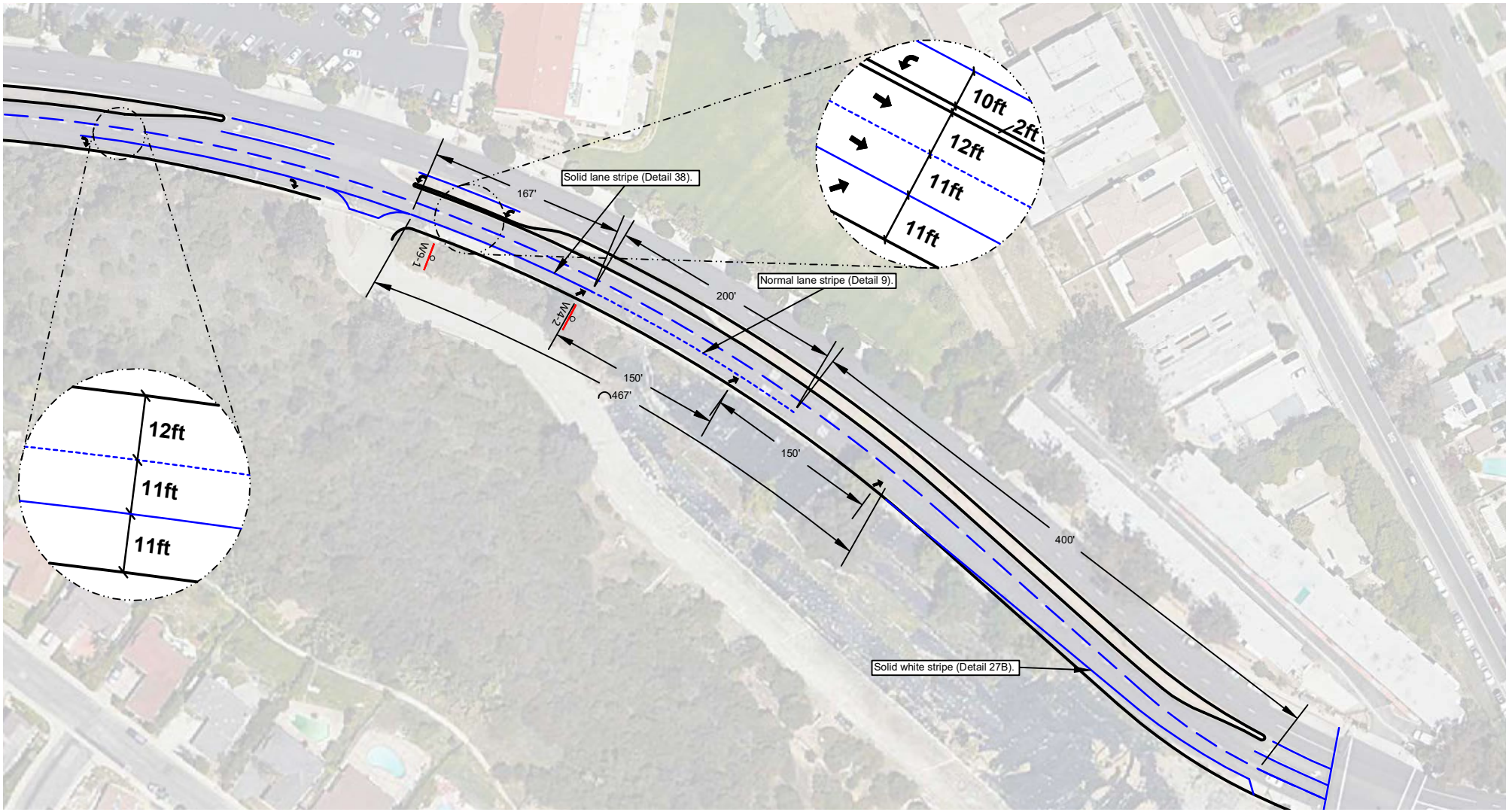
Sight Distance

Sight distance is the continuous length of roadway visible to the driver traveling at a given speed. Two types of sight distance are considered for the driveway: (1) stopping sight distance and (2) corner sight distance. Analysis of the existing conditions of the Project Site and speeds along West Garvey Avenue, along with the proposed conditions, were utilized to determine appropriate sight distance. The stopping sight distance is measured from the driver's eye, which is located three-and-a-half feet above the pavement and right of the centerline of the travel lane to an object that is six inches above the pavement. The stopping sight distance for a driver approaching on the major roadway to see a vehicle exiting from the minor roadway at the prevailing speed is determined in accordance with Caltrans Highway Design Manual.

Corner sight distance describes the distance needed for the driver to exit the minor roadway from a stopped position and cross or enter the major roadway without requiring approaching vehicles to substantially slow down. Corner sight distance is measured from the driveway driver's eye to an object that is 4.25 feet above the pavement in the center of the approach lane (such as an on-coming vehicle). For corner stopping distance, the waiting vehicle driver's eye is located 3.5 feet above the pavement, 10 feet setback from the curb extension if there is a 5-foot minimum shoulder width, and 3 feet right of the centerline of the driveway. Current, on average, observed roadway speeds along West Garvey Avenue near the Project Site were 49 miles per hour. The current speed limit is 40 miles per hour along West Garvey Avenue.

Gate Queueing Analysis

The Gate queuing analysis considers the potential for vehicles to stack at the proposed entry gate to determine if sufficient room is provided for vehicles to safely wait for the gate without blocking vehicles in the public right-of-way. A well-designed turnaround area helps accommodate any vehicles that are not granted access and prevents the need to drive in reverse into oncoming traffic. Typically, a minimum of 100 feet of vehicle stacking and a minimum radius of 30 feet turnaround area are required. The vehicle stacking area is measured from the gate to the edge of sidewalk or flowline of the adjacent street.



NOT TO SCALE

SOURCE: 1688 West Garvey Avenue Project Traffic Impact Analysis, Ganddini Group Inc. – January 8, 2021

FIGURE **5.6-3**

Meridian Consultants

Garvey Avenue Street Improvement Plan

Project Impact Analysis

Threshold 5.6-1 **Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

Construction

Grading and installation of the site improvements would occur over approximately 36 months with construction of the 16 single-family residences expected to be completed within 3 years following completion of the site improvements. Grading of the lower portion of the Project Site and construction of the lower retaining wall is anticipated to begin in the 1st quarter of 2021 and be completed within 18 months. These activities, some of which would occur concurrently, include site clearing and demolition, which would occur over 2 months, grading over approximately 12 months, construction of the retaining wall and ground anchors over approximately 5 months, and landscaping over 1 month. Approximately 75,000 total cubic yards of soil will be excavated and hauled off the Project Site during the lower Project Site 12-month grading period.

Grading of the upper portion of the Project Site, construction of the upper retaining wall, utilities, private driveway, and other site improvements, is anticipated to begin in the 4th quarter of 2022 and be completed within 18 months. The construction of the single-family residences would occur over the three following years, resulting in completion of development by the 3rd quarter of 2027. While many of these activities would also run concurrently, grading and construction of the upper retaining wall would occur over approximately 14 months, installation of the utilities would occur over approximately 2 months, the private street would be constructed over approximately 2 months. Approximately 37,000 total cubic yards of soil will be excavated and hauled off the Project Site during the 14-month grading and retaining wall construction period. The soil export would take place periodically, and not continuously, throughout this 14-month period, totaling approximately 120 total days (4 months).

Construction debris that can be recycled would be hauled to facilities in the San Gabriel Valley located approximately 15 miles from the Project Site in Irwindale or Monrovia, and soil and any debris that cannot be recycled would be hauled to Scholl Landfill, also approximately 15 miles from the Project Site. Regardless of where the soil and debris are being hauled, the haul route would be east on West Garvey Avenue to the I-10 freeway. Construction activities would be performed in accordance with applicable MPMC regulations, which permit construction activities between 7:00 AM and 7:00 PM on weekdays, and between 9:00 AM and 6:00 PM on Saturdays, Sundays, and holidays. As required in **Mitigation Measure MM TR-1**, the Project Applicant would be required to submit a Construction Management Plan that identifies the hours of construction, the haul routes, and the location for staff parking and material storage, and explains details for the construction work to be completed. Project Site deliveries and staging of all equipment and materials would be organized in the most efficient manner possible within the Project Site

to mitigate any temporary impacts to the neighborhood and surrounding traffic. **MM TR-2** requires a Construction Traffic Control Plan, including identification of any temporary traffic lane closures, to be submitted, reviewed, and approved by the City Public Works Director before the City issues permits for construction to ensure conformance with City standards.

The peak construction trip generation is forecast to occur during grading and retaining wall construction for the upper and lower portions Project Site for a nonconsecutive period of 129 days. This would result in a peak construction trip forecast of approximately 144 daily passenger car equivalent (PCE) trips, including 31 PCE trips during the AM peak hour and 31 PCE trips during the PM peak hour. Passenger car equivalent represents the number of cars displaced by each truck during the construction period. The longest construction phase is during building and landscaping, which is expected to occur over about 23 months. Project construction during the building and landscaping phase is forecast to generate approximately 41 daily PCE trips, including 16 PCE trips during the AM peak hour and 16 PCE during the PM peak hour.

The traffic impacts of construction activity will temporary and minor. The Project is not within 300 feet of an arterial/arterial intersection. Average daily trips during construction, 41 PCE trips, is less than the average 151 trips that will be generated by the 16 proposed single-family residences, which would result in a less than significant impact as explained below. Whenever possible, through **MM TR-1**, construction related truck-trips would be restricted to avoid peak commute hours (7:00 AM–9:00 AM and 4:00 PM–6:00 PM).

The existing St. Stevens Serbian Orthodox Cathedral and West Garvey/Abajo bus stops on the northeastern side of the Project Site may need to be temporarily relocated during construction. However, as required by **MM TR-3**, the Project Applicant would be required to develop a construction notification procedure to notify governmental agencies and public of any emergency services affected and notify local unified school district and transit providers of any potential temporary traffic congestion.

During certain phases of construction traffic during construction is expected to generate significantly more traffic than the Proposed Project. However, for the extended period of home construction, construction traffic is expected to generate trips similar to the Proposed Project. The traffic impacts of construction activity will be minor and temporary. To further lessen the impact of construction trips, the Project would be required to comply with all standard conditions pertaining to construction including work hours, traffic control plan, haul route, access, oversized-vehicle transportation permit, site security, noise, vehicle emissions and dust control. Whenever possible, construction related truck-trips should be restricted to off-peak hours, to the extent that conditions permit. Accordingly, through regulatory compliance and **MM TR-1** through **MM TR-3**, the Project would result in less than significant transportation impacts during construction.

Operation

Pedestrian Access

As discussed above, the existing sidewalk along the edge of the Project Site along West Garvey Avenue is unusable, as much of it is obstructed by the supplemental retaining wall and the soils behind it. The proposed grading and lower retaining wall would allow for a functional sidewalk at the base of the hillside along West Garvey Avenue.

Gate Queueing Access

At the gated entry from West Garvey Avenue, the calculated storage space needed is one vehicle length for the AM peak hour and PM peak hour based on the trips generated by the Project. The proposed site plan for the Project includes one entry lane for this access. The available queue space for the primary access is approximately 85 feet (southbound entry lane) and 75 feet (northbound exit lane). Approximately 20 to 25 feet is required for the length of one car. As proposed, both the entry and exit lanes would accommodate two cars.

However, the entry lane will include a keypad in the driveway island median. The distance from the keypad to the street is less than 50 feet and would only accommodate one car, which could result in a second car waiting to access the keypad not being fully contained in the driveway. This would result in potentially significant traffic safety impacts. Mitigation measure **MM TR-4** would require the entry drive to be redesigned to include a primary entry lane and a second bypass lane to ensure vehicles entering the Project Site can be contained within the driveway to avoid this potential impact. Currently, on-street bicycle lanes are not proposed in the study area in the City of Monterey Park General Plan along Garfield Avenue. The Project would not conflict with the existing connected system of bicycle routes. Moreover, the Project would increase utilization of the obstructed sidewalk along the edge of the Project Site along West Garvey Avenue by grading and lowering the retaining wall to allow for a functional sidewalk at the base of the hillside along West Garvey Avenue. The Project would also provide parking for visitors on-street along the north side of the Project driveway.

Section 21.22.090(D) of the MPMC requires adequate sight distance clearance to be provided at project driveways that intersect with the public right-of-way. Implementation of the street improvements on West Garvey Avenue identified in the proposed Specific Plan would increase the existing sight distance. Landscaping, signs, and other improvements also need to be restricted adjacent to the private driveway on the Project Site to ensure adequate sight distance is provided to avoid potentially significant traffic safety impact. Mitigation measure **MM-TR-5** would require modifications to the design of the Project to maximize sight distance from the Project driveway on West Garvey Avenue, including grading back the slope adjacent to the driveway on the Project Site to the fullest extent feasible and restricting landscaping and any other obstructions over 18 inches in height within 60 feet of the driveway s on West Garvey Avenue.

With implementation of mitigation measures **MM-TR-4** and **MM-TR-5**, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be less than significant.

Threshold 5.6-2 Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The City's Transportation Study Guidelines for City of Monterey Park Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment defines the City's VMT Analysis Process. The first step in this process is Project Screening. There are three types of screening that may be applied to effectively screen projects from project level assessment. A project may be screened out of VMT analysis if it is located in a Transit Priority Area nor Low VMT Screening Area or is identified on the list of project types presumed to result in less than significant impacts.

The Project Site is not located in a Transit Priority Area. Determination of whether a project is located in a low VMT-generating area is based on the SGVCOG VMT Evaluation Tool. If the VMT generated by a project is 15% less than that average VMT per capita for the SGVCOG Region, than the impact of the project is less than significant.

The average VMT per capita for the SGVCOG Region is 15.44. The screening threshold is 13.13 VMT per capita, which is 15% lower than the 15.44 VMT per capita baseline. The SGVCOG VMT Evaluation Tool screening results determined the VMT per capita for the Project is 12.21. As the project VMT per capita is below the 13.13 VMT per capita screening threshold, the Project would not result in a significant VMT impact.[2] The Project would, therefore, not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

Threshold 5.6-3 Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

As described above, access to the Project Site will be provided from West Garvey Avenue via a private driveway. The speed limit along West Garvey Avenue is currently 40 miles per hour. A radar speed survey for West Garvey Avenue was conducted in January 2020 to determine the current speed of travel. Based upon the radar speed survey, the 85th-percentile vehicle speed on West Garvey Avenue near the Project Site was measured at 49 miles per hour.

Sight distance is the continuous length of roadway visible to the driver traveling at a given speed. Two types of sight distance are considered for the Private Drive: (1) stopping sight distance and (2) corner sight

2 See **Appendix I**: SGVCOG VMT Evaluation Tool Report, Garvey Avenue Residential Project, February 19, 2021.

distance. The stopping sight distance for a driver approaching on the major roadway to see a vehicle exiting from the minor roadway at the prevailing speed is determined in accordance with Highway Design Manual standards.

Per the standard set forth in the Highway Design Manual, the minimum required line of sight for a vehicle approaching on the local roadway, to see a vehicle exiting from the Project access for the posted speed of 40 miles per hour, is 300 feet and for the prevailing speed on a roadway at 50 miles per hour, is 430 feet. For Private Road Intersections like the proposed private driveway off of West Garvey Avenue, the minimum corner sight distance should be equal to the stopping sight distance.

Since the project driveway is a private road and will be restricted to right turns out only, the applicable corner sight distance time gap is 6.5 seconds. As described in the *1688 West Garvey Avenue Project Traffic Impact Analysis, City of Monterey Park, California* (see **Appendix E: Traffic Impact Analysis**), the calculated corner sight distance for this location is 468 feet. A stopping sight distance of 210 feet is provided for eastbound vehicles on West Garvey Avenue approaching the Project driveway. Approximately 235 feet of corner sight distance is provided to see eastbound vehicles on West Garvey Avenue approaching the Project driveway. Because of the horizontal curve of the roadway, the vertical slope at the edge of the road, and vegetation on the slope, there is not an unobstructed corner sight distance adequate for the Project access driver to pull out on to West Garvey Avenue at current roadway speed.

The proposed Specific Plan identifies street improvements to be made as part of the Proposed Project. Improvements completed at the intersection of the driveway with West Garvey Avenue include installation of northbound stop control, construction of the northbound approach to provide access for gate turn-around and outbound right turns, reconfiguration of the westbound center median on West Garvey Avenue to provide left turn inbound access, closure of the existing median gap approximately 200 feet east of the Project driveway, and modification of striping on eastbound West Garvey Avenue to add a dedicated right turn lane for Project Site entry and an acceleration lane for vehicles exiting the Project Site, as shown in **Figure 4.0-6: Garvey Avenue Street Improvement Plan.** The striping modifications would narrow the existing travel lanes, which may reduce travel speeds. The improvements would allow Project egress vehicles to accelerate to a speed between 35 and 40 miles per hour within a 22-foot wide merging area.

Mitigation measure **MM-TR-5** would require modifications to the design of the Project to maximize sight distance from the Project driveway on West Garvey Avenue, including grading back the slope adjacent to the driveway on the Project Site must to the fullest extent feasible and restricting landscaping and any other obstructions over 18 inches in height within 60 feet of the driveway to mitigate potential impacts related to the available sight distance on West Garvey Avenue.

With implementation of the proposed street improvements on West Garvey Avenue and **MM-TR 5**, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses

and no significant traffic hazard impacts related to the location and design of the private driveway would result.

Threshold 5.6-4 Would the Project result in inadequate emergency access?

Emergency vehicle access to the Project Site is provided from the north and west via I-10 and I-710, which are designated as Los Angeles County Freeway Disaster Routes. Valley Boulevard and Garfield Avenue provide emergency vehicle access to the Project Site from the north and east and are designated as County Disaster Routes. *Prominent* roadways in the vicinity of the Project Site include West Garvey Avenue and Abajo Drive. As discussed under **Threshold 5.6-1**, implementation of **MM TR-3** would require proper notification procedures for emergency services affected by any lane closures, local access closures, and potential for traffic delays during construction. In addition, the Project would comply with the City's Development Impact Fee to provide a funding mechanism for maintaining arterial streets, traffic signals, interchange improvements as well as emergency services. Compliance with this regulatory measure would minimize, to the greatest extent practicable, the impact that new development has on the City's public services and public facilities. The Project would be required to comply with applicable City Fire Code, California Fire Code, MPMC, and National Fire Protection Association standards.

Accordingly, with implementation of **MM TR-3** and compliance with the existing regulations**,** development of the Project would not result in inadequate emergency access and impacts would be less than significant.

CUMULATIVE IMPACTS

Construction

As discussed in **Section 3.0: Environmental Setting**, there are eight related projects within the City and the City of Alhambra. These related projects involve a variety of residential, retail, restaurant, commercial, hotel, and office uses. While most of these related projects are located a substantial distance from the Project Site as shown in **Figure 3.0-5: Location of Related Projects**, the nearest project is located approximately 0.30 miles north within the City of Alhambra. If construction of this Project were to occur concurrently with *construction* of the Project, a cumulative effect on local area traffic could result.

However, as is the case with the Project, each of the related projects within the City would be required to implement a City-approved construction management plan and a construction management control plan as noted in **MM TR-1** and **MM TR-2,** which would have the combined effect of reducing temporary disruption to and congestion of the local street network. In addition, each related project would be required to mitigate any significant impacts resulting from its construction work.

The closest related project is the City Ventures Housing Project, located approximately 0.23 miles northeast of the Project Site in the City of Alhambra. The City Ventures Housing Project would develop 37

single-family dwelling units and 25 multifamily dwelling units. The City Ventures Housing Project would be required to comply with City of Alhambra regulations.

Because the Project would have a less-than-significant impact with respect to construction-related transportation disruption, it would not result in a cumulatively considerable contribution to a significant cumulative construction impact.

Operation

To develop future traffic volume forecasts for 2025, the projected year for completion and occupancy of the proposed single-family residences, existing traffic volumes were combined with project trips, ambient growth, and other development trips. To account for ambient growth on roadways, existing volumes were increased by one percent (1%) per year over a five year period based on consultation with City staff. This is a conservative assumption since the ambient growth was applied to all movements at the study intersections. A list of pending or approved other developments within the City and the City of Alhambra was obtained from each of the cities and utilized to account for future growth as shown in **Table 3.0-1: Regional Location Map** in **Section 3.0: Environmental Setting**.

MITIGATION MEASURES

The following mitigation measures would reduce transportation impacts to less than significant:

MM TR-1: **Construction Management Plan**

The Project Applicant must submit a Construction Management Plan to the Public Works Director, or designee, for review and approval before the start of construction. The Construction Management Plan must include:

- Identified hours of construction and hours for deliveries.
- Identified haul routes.
- Identified location of staff parking for the construction period. The Project must require the construction workers to park at a predetermined parking area specified by the Applicant in this plan.
- Identified location of material storage.
- Details for each task of the construction work to be completed.

MM TR-2: **Construction Traffic Control Plan**

The Project Applicant must submit a Construction Work Site Traffic Control Plan to the Public Works Director, or designee, for review and approval before the start of construction. The Construction Traffic Control Plan must include:

- Identified location of any roadway, sidewalk, bike route, bus stop or driveway closures, traffic detours, haul routes, hours of operation, protective devices, warning signs, and access to abutting properties.
- Adherence of temporary traffic controls used around the construction area and construction activities to the standards set forth in the *California Manual of Uniform Traffic Control Devices* and the MPMC.
- Details for the appropriate transportation permit for transportation of heavy construction equipment and or materials that require the use of oversized vehicles.
- Identified on-site construction circulation routes and a truck-turning template, determined by a field engineer.

MM TR-3: Construction Notification Procedures

Before construction, the Project Applicant must develop procedures to notify governmental agencies, including local school districts, transit providers, emergency service providers, and the public of the following:

- Emergency services affected by construction, including possible lane and local access closures and the potential for traffic delays during construction.
- Possible temporary traffic congestion.
- Construction limits/duration and timing of construction.

MM TR-4: Gate Queuing

The Project Entry from West Garvey Avenue must be redesigned to include a primary entry lane and a second bypass lane to ensure vehicles entering the Project Site can be contained within the driveway.

MM TR-5: Sight Distance

The slope adjacent to the driveway entry on the Project Site must be graded back to the fullest extent feasible and the landscape plan for the Project Site must be designed consistent with sight distance principals to avoid placing obstructions, such as dense trees or monument signs, within the limited use area, defined as the area between the line of sight and the centerline of the nearest approaching lane. The limited use area for this Project Site is defined as the 60 foot area starting from the end of both sides of the Private Drive. The limited use area must be kept clear of obstructions, including landscaping over 18 inches and trees.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of **MM TR-1** through **MM TR-5** transportation impacts would be less than significant.

5.7 TRIBAL CULTURAL RESOURCES

This section of the Draft EIR evaluates the Project's potential impacts on tribal cultural resources (TCRs). Information is provided on the historical development of the Project Site and surrounding area. Applicable federal, State, and local policies related to TCRs are discussed and potential impacts to TCRs are based on coordination and consultation with California Native American tribes that are traditionally and culturally affiliated with the Project Site. The consultation process was conducted pursuant to Public Resources Code (PRC) Section 21080.3.

ENVIRONMENTAL SETTING

Existing Conditions

Applied EarthWorks, Inc. conducted a cultural resource literature review and records search at the South Central Coastal Information Center (SCCIC) which can be found in *Appendix B: Cultural Resources Literature Review and Records Search* of **Appendix A.3: Initial Study** of this Draft EIR. This search was limited to resources and reports within a 0.25-mile radius of the Project area. The objective of this records search was to determine whether any prehistoric or historical cultural resources have been previously recorded within the Project Site and surrounding areas. Additional sources consulted during the cultural resource literature review and records search include the Office of Historic Preservation Archaeological Determinations of Eligibility and the Office of Historic Preservation Directory of Properties in the Historic Property Data File.

Results of the cultural resource records search indicate that while the Project Site has not been previously surveyed for cultural resources, at least two investigations have been conducted within 0.25-mile of the Project area since 2007. During those investigations, two cultural resources (one prehistoric archaeological resource and one built-environment resource) were identified including the Mojave Road, which consists of a network of prehistoric trails used by Native Americans to get across the Mojave Desert, and the St. Thomas More Catholic Church located at 2510 South Fremont Street. The Mojave Road is a California Registered Historical Landmark. The St. Thomas More Catholic Church was evaluated for significance based on the National Register of Historic Places (NRHP) in 2007 and was not recommended as eligible for listing on the NRHP; the resource does not appear to have been evaluated for listing on the California Register of Historical Resources (CRHR).

In addition, a Sacred Sites/Lands File Search was conducted by the California Native American Heritage Commission (NAHC) for the Project. The results of the Sacred Sites/Lands File search indicated negative results; however, the records maintained by the NAHC and the California Historical Resources Information System are not exhaustive, and a negative response to these searches does not preclude the existence of

a sacred site on the Project site. The NAHC recommended contacting tribes associated with the Project area in order to avoid unforeseen discoveries with construction of the Project and provided a list of tribal representatives to contact for additional information.

The City sent notices of the opportunity to consult on the project to tribal representatives and the City received a request for consultation from the Gabrieleno Band of Mission Indians, Kizh Nation (Kizh Nation). The City consulted with representatives of the Kizh Nation. The Kizh Nation sent mitigation measures to the City to be included in the Project, which are incorporated into this Draft EIR section.

Regulatory Framework

State

Assembly Bill 52

AB 52 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. The primary intent of AB 52 was to include California Native American tribes early in the environmental review process and to establish a new category of resources related to Native Americans, known as tribal cultural resources, that require consideration under CEQA. PRC Sections 21074(a)(1) and (2) define tribal cultural resources as either (1) "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either" included or determined to be eligible for inclusion in the California Register of Historical Resources (California Register) or included in a local register of historical resources, or (2) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be a significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1 (i.e., criteria for listing a resource in the California Register).

PRC Section 21080.3.1 requires that within 14 days of a lead agency determining that an application for a project is complete or a public agency decides to undertake a project, the lead agency will provide formal notification for consultation to the designated contact, or a tribal representative, of California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project and who have requested in writing to be informed by the lead agency. Tribes interested in consultation must respond in writing within 30 days from the receipt of the lead agency's formal written notification, and the lead agency must begin consultation within 30 days of receiving the tribe's request for consultation.

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project's impacts on the tribal cultural resources; and project alternatives or appropriate measures for

preservation or mitigation that the tribe(s) may recommend to the lead agency. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

PRC Section 21082.3(c)(1) requires that any information including, without limitation, the location, description, and use the tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process cannot be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, the information must be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

In addition, PRC Section 21082.3(d) provides that if a California Native American tribe has requested consultation pursuant to PRC Section 21080.3.1 and failed to provide comments to the lead agency, or otherwise failed to engage in the consultation process, or if the lead agency has complied with Section 21080.3.1(d) and the California Native American tribe has failed to request consultation within 30 days, the lead agency may certify an EIR or adopt an MND for a project with a significant impact on an identified TCR.

Senate Bill 18

SB 18 requires local governments to consult with tribes before making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code § 65300, *et seq*.) and specific plans (defined in Government Code § 65450, *et seq*.). Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, existing state planning law requires local governments to use the same processes for adoption and amendment of specific plans as for general plans (see Government Code § 65453). Therefore, where SB 18 requires consultation and/or notice for a general plan adoption or amendment, the requirement extends also to a specific plan adoption or amendment.

Health and Safety Code (§ 7050.5)

If human remains are encountered unexpectedly during implementation of a project, Health and Safety Code § 7050.5 requires that no further disturbance may occur until the County Coroner makes necessary

findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the following procedures must be observed

(a) **"**Every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor, except as provided in Section 5097.99 of the Public Resources Code. The provisions of this subdivision shall not apply to any person carrying out an agreement developed pursuant to subdivision (*l*) of Section 5097.94 of the Public Resources Code or to any person authorized to implement Section 5097.98 of the Public Resources Code."

(b) **"**In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains."

(c) "If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission."

Public Resources Code (Section 5097.98)

Section 5097.98 of the PRC provides that whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, those persons believed to be most likely descended from the deceased Native American must be notified. The descendants may, with the permission of the owner of the land, or their authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The descendants must complete their inspection and make their recommendation within 48 hours of their

notification by the NAHC. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Local

City of Monterey Park

The City of Monterey Park (City) promulgated policies for the Historic Resources Section of the General Plan. These policies were created to identify and preserve the City's unique history and cultural resources for generations.

Policy 3.1: Continue to support the efforts of the Historical Society, Historical Heritage Commission, and the Arts and Cultural Commission.

Policy 3.2: Raise public awareness about Monterey Park's history and cultural resources.

ENVIRONMENTAL IMPACTS

Methodology

PRC Sections 21080.3.1 and 21080.3.2 require public agencies to consult with California Native American tribes identified by the NAHC to identify potential significant impacts to TCRs, as further defined in PRC Section 21074 as part of CEQA. In accordance with PRC Section 21080.3.1(d), the City formally notified the California Native American tribes associated with the Project area to address potential impacts associated with California Native American resources.

Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, the City utilizes CEQA Guidelines Appendix G Guidelines. Appendix G states that a project may be deemed to have a Tribal Cultural Resources impact if it would:

Threshold 5.7-1 **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

(i): Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or

(ii): A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Project Impacts

Threshold 5.7-1 Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or

The Project Site was previously approved for residential development and graded. The Project Site was undisturbed before that grading. Neither of the resources found within the 0.25 mile area of the Project Site, in particular the St. Thomas More Catholic Church, would be modified by the Project. The Project construction would not include any alterations to these historical sites. As there are no historical resources on the Project Site, and nearby historical resources would not be modified or altered by the Proposed Project, impacts would be less than significant.

(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Applied Earthworks, Inc. conducted a cultural resource literature review and records search at the South Central Coastal Information Center (SCCIC), which can be found in *Appendix B: Cultural Resources Literature Review and Records Search* of **Appendix A.3: Initial Study**. The review and records search

indicates that the Project Site is not designated as being or containing a historic or cultural resource. The City, as lead agency, has not determined that any additional resources are significant pursuant to PRC Section 5024.1.

Construction Impacts

The City complied with AB 52 regarding Native American consultation. The City contacted the Gabrieleño Band of Mission Indians – Kizh Nation and received a response on September 8, 2020.. Based on the cultural resources reports and the responses from the tribes, the City determined there are no known tribal cultural resources within the Project Site. However, there is the potential that ground-disturbing activities could reveal the presence of previously unknown resources, including those of historical value to a California Native American tribe. Thus, **Mitigation Measures MM TCR-1** through **MM TCR-6** impose the requirements to be followed in the event tribal cultural resources are unearthed during excavation and grading activities at the Project Site. Construction related impacts would be less than significant with mitigation.

Operational Impacts

Operational activities that may involve ground disturbing activities include landscape maintenance within the Project Site and brush clearance around the Project Site. These ground-disturbing activities typically involve clearing the top 6 inches of soil and vegetation within the already disturbed and altered areas within the Project site. These ground-disturbing activities during operation would not likely encounter or disturb unknown Native American archaeological resources or human remains. Therefore, the limited ground-disturbing activities would not likely result in the discovery of any unknown tribal cultural resources or human remains, and Project operational impacts would be less than significant.

As discussed above, the likelihood of discovering human remains would be low as discoveries of any Native American resources likely would have occurred during construction. Therefore, impacts to Native American archaeological resources or human remains during operation of the Project would be less than significant.

Documentation of coordination with Native American groups and individuals is provided in **Appendix G: Tribal Consultation Correspondence** of this Draft EIR.

CUMULATIVE IMPACTS

The Project Site does not contain any TCRs listed in the California Register or known to a California Native American tribe. However, there is the potential for unknown resources to be discovered as part of grading and excavation activities associated with the Project. With implementation of **Mitigation Measures MM**

TCR-1 through **MM TCR-6**, the Project's cumulative impacts to unknown TCRs would be less than significant.

Individual projects would be evaluated on a project-by-project basis to determine the extent of potential impacts to historical/archeological and paleontological resources. Further, each project would be required to comply with AB 52 for the purposes of identifying potential TCRs. With adherence to federal and State laws, as well as Project-specific mitigation measures, cumulative impacts to TCRs would be less than significant. With implementation of similar mitigation measures for each individual project, the cumulative impacts on TCRs would be less than significant.

MITIGATION MEASURES

Retain a Native American Monitor/Consultant

MM TCR-1: Before the commencement of any ground disturbing activity at the project site, the project applicant must retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 - SB18 (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract must be submitted to the City Planner before the City issues any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, without limitation, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring will end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor confirm in writing that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities must cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities must be evaluated by the Tribal monitor approved by the Consulting Tribe and a qualified archaeologist if one is present. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance must immediately cease, and the county coroner

must be notified per Public Resources Code § 5097.98, and Health & Safety Code § 7050.5. Human remains and grave/burial goods must be treated alike per Public Resources Code § 5097.98(d)(1); and (2) Work may continue in other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin (non-TCR) must be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it must be offered to a local school or historical society in the area for educational purposes.

Unanticipated Discovery of Human Remains and Associated Funerary Objects

MM TCR-2: Native American human remains are defined in PRC § 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC § 5097.98 are also to be treated according to this statute. Health and Safety Code § 7050.5 requires that any discoveries of human skeletal material must be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she must contact, by telephone within 24 hours, the NAHC and PRC § 5097.98 must be followed.

Resource Assessment & Continuation of Work Protocol

MM TCR-3: Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 100 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

Kizh-Gabrieleno Procedures for Burials and Funerary Remains

MM TCR-4: If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy must be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

Treatment Measures

MM TCR-5: Before the continuation of ground disturbing activities, the landowner must arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation must be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation must be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan must be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of

cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation must be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There must be no publicity regarding any cultural materials recovered.

Professional Standards

MM TCR-6: Native American and Archaeological monitoring during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of TCR's must be taken. The Native American monitor must be approved by the Gabrieleno Band of Mission Indians-Kizh Nation. Principal personnel for Archaeology must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Based on the cultural resources reports and the response from the Gabrieleno Band of Mission Indians, Kizh Nation, the City has determined there are no known tribal cultural resources present within the Project site. However, with implementation of Mitigation Measures **MM TCR-1** through **MM TCR-6,** as related to ground-disturbing activities, Project construction related impacts on TCRs would be less than significant. The Project's cumulative impacts would also result in less than significant impacts to TCRs.

Minimal ground-disturbing activities would occur within the Project Site and the Off-Site Open Space Dedication Area during Project operation. The likelihood of discovering human remains would be low as these discoveries likely would have occurred during construction. Therefore, impacts to Native American archaeological resources or human remains during operation of the Project would be less than significant. No ground-disturbing activities would occur within the Off-Site Open Space Dedication Area; thus, no impacts would occur to unknown tribal cultural resources.

5.8 BIOLOGICAL RESOURCES

This section of the Draft EIR evaluates the potential impacts of the Proposed Project on biological resources. Before the preparation of this Draft EIR, an Initial Study (included in **Appendix A.3** of this Draft EIR) was prepared to assess potential environmental impacts on biological resources. The City received a response to the Notice of Preparation from the California Department of Fish and Wildlife identifying topics of study. Accordingly, this section of the Draft EIR focuses on the topic areas identified as potentially significant for biological resources within the Initial Study.

The existing conditions present within the Project Site are described, along with the methodology and the regulatory framework that guided the evaluation pursuant to federal, State, and local regulations. This section incorporates information from the Biological Technical Report for the 1688 West Garvey Avenue Project, dated September 2020, prepared by Biological Assessment Services (see **Appendix H: Biological Resources Analysis**).

ENVIRONMENTAL SETTING

Existing Conditions

Methodology

A floristic survey of the Project Site was conducted on May 18, 2017 and an update survey was conducted on November 18, 2019. These surveys were conducted to determine the general biologic character of the Project Site and determine the potential for any significant impacts to biological resources present on the Project Site. The site was walked on foot utilizing existing trails to evaluate the most common species present on the Project Site and to discover additional species that were located in portions of the Project Site that appeared to support more unique flora.

The steep and heavily vegetated slopes between the unnamed cul-de-sac on the Project Site and Sombrero Drive above were not surveyed on foot but were examined with binoculars. The sky was clear and the weather mild, the temperature rose from approximately 80°F to 95°F during the 2017 survey and was steady at 87°F during the 2019 survey.

The California Natural Diversity Database and the California Native Plant Society's lists of sensitive plants were accessed for the nine USGS quadrangle maps surrounding the site and reviewed before conducting the site surveys. The potential for the occurrence of any species found on these lists was evaluated during the surveys. The 2019 update of these lists contained additional sensitive elements reported in the area, primarily due to the inclusion of more resources of lower sensitivity. When limited to species having

sensitivity levels for which impacts would trigger CEQA findings of significance, the list remains as it was in 2017.

Project Site

The Project Site is located on the northeastern corner of one of a series of hills known as the Repetto Hills. The Repetto Hills run from Elysian Park on the west to the Whittier Narrows on the east and form the southern boundary of the San Gabriel Valley. The Project Site is completely surrounded by urban development and has no natural connections to any large areas of natural habitat in the region.

Because the Project Site is on a north-facing slope, it experiences slightly cooler and moister conditions than the south or west facing slopes and surrounding valley bottom. These conditions allow north-facing slopes, including the undisturbed portions of the Project Site, to support larger shrubs and trees than the surrounding areas.

The Project Site is roughly divided lengthwise by an abandoned, paved cul-de-sac street. The southwestern portion of the Project Site, uphill from the cul-de-sac, consists of relatively undisturbed slopes. Downhill to the north and east of the cul-de-sac, the Project Site has been previously disturbed by grading and the construction of site improvements, including building foundations. At present, most of this area is covered by plastic tarps placed to reduce erosion of the steep slopes.

No definable streamcourses or riparian habitat elements are present on the Project Site.

Vegetation

The Project Site contains two biologic zones: the relatively undisturbed upper slope and the highly disturbed lower slopes. The one exception is that a portion of the lower slope that appears to have been revegetated with native coastal sage scrub species after the previous grading was completed.

Most of the upper slope is dominated by native trees and shrubs including toyon (Heteromeles arbutifolia), the most common large shrub or tree, coast live oak (Quercus agrifolia), and laurel sumac (Malosma laurina). Near the cul-de-sac there are several foundations and other remnant portions of buildings. Around these structures and adjacent to the cul-de-sac street there are a number of exotic or nonnative species of trees and shrubs including citrus, bottle brush (Callistemon sp.), red-ironbark eucalyptus (Eucalyptus sideroxylon), several other eucalyptus (Eucalyptus spp.), Peruvian pepper (Schinus molle), Brazilian pepper (Schinus terebinthifolius), and California fan palm (Washingtonia filifera). A number of nonnative weeds and remnant landscape species are also located near the cul-de-sac street in this part of the Project Site including sweet fennel (Foeniculum vulgare) and Hottentot fig iceplant (Carpobrotus edulis). One native understory shrub found in this area is coyote brush (Baccharis pilularis).

The areas below and around the cul-de-sac have been previously disturbed and are largely covered by plastic sheeting. The exception is the small area that has been revegetated as a coastal sage scrub habitat area. The trees located in the previously disturbed areas are nonnative landscape species including Aleppo pine (Pinus halepensis), yew-plum pine (Podocarpus sp.), ornamental cypress (Cupressus sp.) and Washingtonia palms. Though trees are present in this area, the portions of the area not covered by plastic are dominated by nonnative weedy species. Among the weedy species identified in the area are several nonnative sunflower family species including sow-thistle (Sonchus oleraceus), bristly oxtongue (Helminthotheca echioides), milk thistle (Silybum marianum), tocalote (Centaurea melitensis), beggar-ticks (Bidens pilosa), prickly lettuce (Lactuca serriola), and Italian thistle (Carduus pycnocephalus). Two sweet clovers are also found here: yellow sweet clover (Meliotus indica) and white sweet clover (Meliotus albus). Tree tobacco (Nicotiana glauca), red-stemmed filaree (Erodiium cicutarium), black mustard (Brassica nigra), short-podded mustard (Hirschfeldia incana), tumbleweed (Salsola tragus), curly dock (Rumex crispus), horehound (Marrubium vulgare), lamb's quarters (Chenopodium album), and cheeseweed (Malva parviflora) are other nonnative weedy species found in this area. The most abundant plant type by population and the dominant groundcover in the area consists of nonnative grasses, including slender wild oats (Avena barbata), red brome (Bromus madritensis rubens), ripgut brome (Bromus diandrus), soft chess (Bromus hordeaceous), Italian rygrass (Festuca perennis) and little mousetail grass (Festuca myuros).

Three native weedy species are scattered in low numbers throughout the previously disturbed areas. These are telegraph weed (Heterotheca grandiflora), Douglass' nightshade (Solanum douglassii), and California everlasting (Pseudognaphalium californicum). Blue elderberry (Sambuccus mexicana) is a native tree-like shrub that is also found scattered around the property.

The small coastal sage scrub habitat area appears to be the result of a revegetation effort as evidenced by the presence of brittlebush (Encelia farinosa) throughout the coastal sage scrub area. Brittlebush is native to California deserts and beyond but is not naturally found in the local coastal sage scrub habitat. Brittlebush is also frequently used in native plant revegetation areas as it is native to the state and is an attractive plant with reliable success from seed. This coastal sage scrub area on site is on a northeast facing slope. In southern California coastal sage scrub naturally occurs on south and west facing slopes. The locally native species noted in this coastal sage scrub habitat area include California buckwheat (Eriogonum fasciculatum), black sage (Salvia mellifera), white sage (Salvia apiana), California sagebrush (Artemisia californica), and field bindweed (Convolvulus arvensis), the latter probably naturally occurring.

Wildlife

Relatively few wildlife observations were made during the two surveys of the Project Site. No amphibians or reptiles were observed. The western toad (Anaxyrus boreas) is the only amphibian species likely to occur on the due to the aridity of the Project Site.

The western fence lizard (Sceloporus occidentalis) is the only reptile directly observed on site. It is likely that many of the herpitofauna common in suburban southern California would be found on site. The species include the southern alligator lizard (Elgaria multicarinatus), gopher snake (Pituophis catenifer), and southern Pacific rattlesnake (Crotalis oreganus helleri).

Diagnostic sign (tracks, scat, burrows, etc.) of two mammal species were noted on the Project Site; these were the coyote (Canis latrans), and pocket gopher (Thomomys bottae). Other mammals that might occur there include the brush rabbit (Sylvilagus bachmani) and bobcat (Felis rufus). Any mammal species typically found in the suburban areas of southern California may utilize or traverse the Project Site on occasion including numerous rodent species, raccoon (Procyon lotor), striped skunk (Mephitis mephitis), Virginia opossum (Didelphis virginiana), and eastern fox squirrel (Sciurus niger).

It is likely that bats forage above the Project Site, however, no suitable cliffs or crevices are available on site for roosting. Several local bat species will roost in abandoned buildings and within tree hollows or other smaller protected sites. Suitable roosting habitat for these species was not observed on the Project Site. Species possibly foraging on site include big brown bat (Eptesicus fuscus), hoary bat (Lasiurus cinereus), California myotis (Myotis californicus), and western mastiff bat (Eumops perotis). There are no suitable bat overwintering or brood locations on the property.

The most abundant class of wildlife on the site is birds. The species noted on the site were scrub jay, mourning dove, Allen's hummingbird, California towhee, lesser goldfinch, house finch, phainopepla, northern mockingbird, and white-throated swift. Other avian species that may utilize the site as residents or transients among the most common of which are likely spotted towhee, American crow, Bewick's wren, black phoebe, and bush tit. None of these species are considered particularly sensitive and none are specifically protected by state or federal law.

Sensitive Biological Resources

Of the twenty-four wildlife species listed in the California Natural Diversity Database as sensitive and occurring in the nine-quad area surround the Project Site, only two birds are likely to occur on the Project Site on rare occasions and would only visit the site as transients during migration. These are the Lawrence's goldfinch and summer tanager. Two other bird species generally considered sensitive and on Los Angeles

County's list of sensitive bird species are likely to occur on the site and may nest there. These are the oak titmouse and the Nuttall's woodpecker.

Several of the snakes listed as sensitive and occurring in the area probably occupied the site historically. But since the Project Site has been surrounded by development for nearly a century and because snakes are generally eradicated when observed, it is unlikely that these snakes are present now. The one exception might be the San Bernardino ring-necked snake (Diadophis punctatus), as this species has a small range and might survive in a habitat patch as small as that remaining on the Project Site. However, one of the principal food sources for the ringneck snake is the slender salamander, and with the regional and worldwide decline of amphibians, coupled with the use of treated water in irrigation, and rainwater runoff tainted by air and ground pollutants, slender salamanders are highly unlikely to be present on the Project Site.

The Crotch's bumble bee has been recently appearing on database searches of sensitive species throughout most of California. The species has experienced a recent precipitous decline in populations throughout its range and has been proposed for listing as Endangered in California, resulting in its inclusion in sensitive species databases. Very little is known about the specifics of the life history of the species, and much of what has been reported is inferred from the life histories of similar species. The CDFW reports that the species inhabits open grassland and scrub habitats, neither of which occur naturally on the Project Site. The areas where elements of these habitats are present are the result of relatively recent disturbance and revegetation efforts. This indicates this species is unlikely to occur on the Project Site historically. Additionally, the Project Site is surrounded for miles by urban development, with the nearest large patches of natural habitat being more than six miles away. These facts indicate that there is very little chance that the Crotch's bumble bee would occur on the Project site, even as a feeding adult.

Of the forty-three plant species listed in the California Natural Diversity Database or California Native Plant Society's Rare Plant Inventory as sensitive and occurring in the nine-quad area surround the Project Site, only four have even a limited likelihood of occurring on the Project Site. These are Weed's intermediate mariposa lily (Calochortus weedii var. intermedius), Lewis' evening primrose (Camissoniopsis lewisii), Brand's star phacelia (Phacelia stellaris), and white rabbit-tobacco (Pseudognaphalium leucocephalum). The Project Site is within the range of each of these species and presently supports a small area of nominally appropriate coastal sage scrub habitat. However, the coastal sage scrub habitat present on the Project Site is not naturally occurring as it is an artifact of a revegetation effort. As these species are uncommon, they would not have been included in the seed mix for the restoration effort on the Project Site and are unlikely to occur there. Additionally, the natural habitat of the Project Site would be like that of the relatively undisturbed upper slopes, consisting of oak and toyon dominated woodland and chaparral

and, accordingly, these residents of coastal sage scrub that require thin and sandy soils are not likely present on site.

Regulatory Framework

Federal

All bird species that occur on the site are protected from nest disturbance by the federal Migratory Bird Treaty Act and the California Fish and Game Code. These regulations prohibit the disturbance of nesting birds in any manner that may cause reproductive failure. In general, this means that land clearing must be accomplished during winter months while the birds are not nesting. If clearing cannot be accomplished during the non-nesting season (Currently considered to be from September 30 through January 1 per CDFW) nesting bird surveys should be conducted, and any nests discovered avoided during construction. In general, nesting bird surveys are required for any construction that takes place between January 1 and September 30. Because the buffer distances recommended by CDFW (500 feet for raptors and 300 feet for all other species) extend far beyond the property limits in many cases, nest detection and avoidance may be difficult or impossible on adjacent private properties. In these cases, appropriate nest avoidance strategies may be determined by a qualified biological monitor on site if land clearance is scheduled during nesting season.

The U.S. Army Corps of Engineers (USACE) Regulatory Program regulates activities within wetlands and "Waters of the U.S." pursuant to Section 404 of the Federal Clean Water Act.[1] As described above, there are no definable streamcourses or riparian habitat elements present on the Project Site subject to regulatory oversight by the USACE under this program.

State

The California Department of Fish and Wildlife (CDFW) regulates activities within the bed, bank, and associated habitat of a stream under the Fish and Game Code Sections 1600-1616; and the California Regional Water Quality Control Board (CRWQCB) regulates discharge into "Waters of the U.S." under Section 401 and 402 of the Federal Clean Water Act and "Waters of the State" under the California Porter-Cologne Water Quality Act. As described above, there are no definable streamcourses or riparian habitat elements present on the Project Site subject to regulatory oversight by CDFW or CRWQCB.

Local

The City of Monterey Park does not have any applicable regulations related to biological resources.

[1] 33 U.S.C § 1251, *et seq*.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, the City utilizes CEQA Guidelines Appendix G Guidelines. Appendix G provides that a project may be deemed to have a land use impact if it would:

Threshold 5.8-1: **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.**

Threshold 5.8-2: **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 Game or U.S. Fish and Wildlife Service.**

Threshold 5.8-3: **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 Game or U.S. Fish and Wildlife Service.**

Threshold 5.8-4: **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.**

Threshold 5.8-5: **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.**

Threshold 5.8-6: **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.**

Project Impact Analysis

Threshold 5.8-1: **Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Special status species include those listed as endangered or threatened under the federal Endangered Species Act or California Endangered Species Act; species otherwise given certain designations by the CDFW; and plant species listed as rare by the California Native Plant Society.

No species listed as Rare, Threatened, or Endangered by the State or federal governments were identified on the Project Site or are likely to occur there. As discussed above, of the twenty-four wildlife species listed in the California Natural Diversity Database as sensitive and occurring in the nine-quad area surround the Project Site, only two birds are likely to occur on the site on rare occasions and would only visit the site as transients during migration. These are the Lawrence's goldfinch and summer tanager. Two other bird species generally considered sensitive and on Los Angeles County's list of sensitive bird species are likely to occur on the site and may nest there. These are the oak titmouse and the Nuttall's woodpecker.

All bird species are protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. Accordingly, the Project would be required to comply with the requirements of the MBTA and CDFW to ensure no illegal take of these birds occurs. Additionally, the Project would be required to comply with Mitigation Measures **MM BIO-1** through **MM BIO-3,** which require that preconstruction surveys for nesting birds be conducted before construction, and if birds are found on the Project Site, that proper buffers and setbacks are maintained to further ensure no illegal take occurs. With this mitigation, impacts would be less than significant.

Threshold 5.8-2: 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 Game or U.S. Fish and Wildlife Service?

There are no definable stream courses or riparian habitat elements present on the Project Site. Additionally, the Project Site is not located in or near a regional or local habitat conservation plan as designated by the State or County. The oak trees on the Project Site are located in portions of the upper slope that will not be impacted by grading. Impacts would be less than significant.

Threshold 5.8-3: Would the Project have a substantial adverse effect on state or federally protected wetlands (including, without limitation, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

There are no wetlands (as defined by Section 404 of the Clean Water Act) or waterways of any kind located on or near the Project Site. There are no definable stream courses or riparian habitat elements present. No substantial impacts to riparian habitat would result from implementation of the Project. Additionally, the Project Site does not contain any other identified sensitive plant communities that would be impacted by the Project. Impacts would be less than significant.

Threshold 5.8-4: 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 wildlife corridors, or impede the use of native wildlife nursery sites?

The areas around the Project Site have all been previously disturbed and are vegetated with landscaping typical of residential and commercial development. The Project Site is completely surrounded by urban development and has no natural connections to any large areas of natural habitat in the region that would allow the Project Site to function as a wildlife migration corridor. The Project Site does not contain any native wildlife nursery sites of note that would be impacted by the Project. Impacts would be less than significant.

Threshold 5.8-5: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The Monterey Park General Plan and Monterey Park Municipal Code do not include protection for biological resources, including trees, on private property.[2]

Threshold 5.8-6: 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?

The Project Site is not located within a Habitat Conservation Plan or Natural Community Conservation Plan, according to the U.S. Fish and Wildlife Service.[3] In addition, there are no other local, regional, or State conversation plans that apply to the Project Site. Accordingly, there would be no conflicts with conservation plans and no impacts would occur.

CUMULATIVE IMPACTS

The Project Site is surrounded by existing development and is not located near to any sites containing biological resources that would be impacted by the development of related projects. The Project would not, therefore, contribute to cumulative impacts to biological resources locally.

In addition, the Project Site does not contain sensitive biological resources and, for this reason, the Project will not contribute to any regional cumulative impacts to biological resources.

2 City of Monterey Park Municipal Code, *Chapter 9.63 Property Damage,* http://qcode.us/codes/montereypark/?view=desktop&topic=6-6_31-6_31_020, accessed March 5, 2020.

3 *U.S. Fish and Wildlife Service's HCP/NCCP Planning Areas in Southern California Map*, https://www.fws.gov/carlsbad/HCPs/documents/hcp_inrmp_20150127.pdf, accessed March 5, 2020.

MITIGATION MEASURES

MM BIO-1: Conduct pre-construction surveys for nesting birds if vegetation removal or grading is initiated during the nesting season from January 1 through September 30. An avian biologist with a minimum of 5 years of field experience must conduct weekly pre-construction bird surveys not more than 30 days before initiation of grading to confirm the presence or absence of active nests in the vicinity (at least 300 to 500 feet around the individual construction site, as access allows). The last survey should be conducted not more than three days before the initiation of clearance/construction work. If active nests are encountered, clearing and construction in the vicinity of the nests must be deferred until the young birds have fledged and there is no evidence of a second attempt at nesting. Nest detection and avoidance may be difficult or impossible on adjacent private properties. In these cases, appropriate nest avoidance strategies may be determined by a qualified biological monitor who is on site if land clearance is scheduled during nesting season.

MM BIO-2: A minimum buffer of 300 feet (500 feet for raptor nests) or as determined by an avian biologist with a minimum of 5 years of field experience must be maintained during construction depending on the species and location. The perimeter of the nest-setback zone must be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. Construction personnel must be instructed on the sensitivity of the area.

MM BIO-3: A survey report by an avian biologist with a minimum of 5 years of field experience documenting and verifying compliance with the mitigation and with applicable State and federal regulations protecting birds must be submitted to the City. The qualified biologist must serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The potential impacts of the Project on biological resources will be mitigated to less than significant.

6.0 ALTERNATIVES

INTRODUCTION

CEQA Guidelines Section 15126.6(a), provides the following framework for the formulation and analysis of alternatives in an EIR:

> *"An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a Project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible."*

The impacts associated with implementation of the 1688 West Garvey Residential Project (Project) would all be less than significant, with impacts related to Biology, Geology and Soils, construction related Noise, and Transportation requiring mitigation measures to reduce impacts to less than significant.

The CEQA Guidelines require the analysis of a "No Project" alternative, and the identification of the "environmentally superior alternative." The CEQA Guidelines state: "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."[1] The analysis of environmental effects of alternatives need not be as thorough or detailed as the analysis of the project itself. Rather, the CEQA Guidelines, Section 15126.6(d) states that the EIR shall include "sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project."

SELECTION OF ALTERNATIVES FOR ANALYSIS

The range of alternatives required within an EIR is governed by the "rule of reason" under CEQA Guidelines Section 15126.6(f), which requires an EIR to set forth only those alternatives necessary to permit a reasoned choice. An EIR need not consider every conceivable alternative to a project. An EIR need not consider an alternative with an unlikely or speculative potential for implementation or an alternative that would result in effects that cannot be reasonably ascertained.

An EIR is not required to evaluate alternatives that are not feasible. The term feasible is defined in the CEQA Guidelines Section 15364 as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological

1 CEQA Guidelines §15126.6(e)(2).

factors." CEQA Guidelines Section 15126.6(f)(1) provides additional factors that may be considered when addressing the feasibility of alternatives. These factors include site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to potential alternative sites.

Reasonable alternatives are those that would attain most of the basic objectives of the Project. As described in **Section 4.0: Project Description**, the following objectives have been identified for the Project:

- Provide stabilization for failing slopes.
- Improve the aesthetic quality of the Project Site.
- Develop the Project Site with residential uses to assist the City with meeting the housing production goals in the City's Housing Element.

The following alternatives were selected for evaluation:

- **Alternative 1:** No Project Alternative: The No Project Alternative considers what would be reasonably expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services.
- **Alternative 2:** Multi-Family Development Alternative: The Multi-Family Development Alternative evaluates the development of an alternative plan for development of 17 single-family homes and 14 townhomes on the Project Site to determine if any of the temporary effects generated by construction of the Project or the effects of the Project after construction would be reduced.
- **Alternative 3:** Alternative Retaining Wall Design: The Alternative Retaining Wall Design assumes that the development would proceed as proposed with a different design for the upper and lower Project Site retaining walls. Use of a Mechanically Stabilized Earth (MSE) retaining walls instead of the tieback walls included in the Project is evaluated to determine if any of the temporary effects generated by construction of the Project would be reduced; however, a different type of retaining wall than the proposed tieback wall, would be utilized.
- **Alternative 4:** Reduced Density Alternative: The Reduced Density Alternative includes the same slope stabilization plan as the Proposed Project, with construction of 8 homes along the private drive instead of the proposed 16.

ALTERNATIVES CONSIDERED AND ELIMINATED FROM FURTHER CONSIDERATION

Section 15126.6(c) of the CEQA Guidelines provides that the EIR should identify alternatives that were considered by the lead agency but were rejected as infeasible and briefly explain the reasons underlying the lead agency's determination. Among the factors that may be used to eliminate alternatives from

detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives; (ii) infeasibility; or (iii) inability to avoid significant environmental impacts.

Alternative locations were rejected because the basic objectives of the Project are to stabilize the currently unstable slopes on the Project Site and improve the aesthetic character of the Project Site, and neither of these basic objectives of the Project can be met by developing housing on an alternative site. In addition, the Project Applicant does not own or control an alternative location within the City or adjacent cities that could accommodate the Project.

Alternative uses were also initially considered but determined to be infeasible. The Project Site is designated for residential use by the General Plan and is located in a residential neighborhood bordered by existing single-family homes to the south. While the Project Site is located on West Garvey Avenue, a major arterial street, due to the existing topography the Project Site does not have any useable frontage on West Garvey Avenue that might be suitable for commercial or other uses. The objectives of the Project include developing the Project Site with residential uses in order to provide additional housing in the City. For these reasons, alternative uses would fail to meet most of the basic project objectives and would be inconsistent with the General Plan land use designation for the Project Site.

EVALUATION OF ALTERNATIVES

In accordance with CEQA Guidelines Section 15126.6(d), each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the Project. Furthermore, each alternative is evaluated to determine whether the Project objectives would be substantially attained by the alternative.[2]

Alternative 1—No Project

Section 15126.6(e) of the CEQA Guidelines states: "the No Project/No Build Alternative means 'no build' wherein the existing environmental setting is maintained." However, the No Project Alternative must also consider what would be reasonably expected to occur in the foreseeable future if the Project were not approved. Accordingly, the No Project Alternative assumes the Project Site would not be developed with residential uses. Because stabilization of the unstable slopes is required under an existing court order, this alternative evaluates an alternative plan for stabilizing the slopes on the Project Site. This alternative slope stabilization plan has been approved by the City. The No Project Alternative would include complete removal of the existing retaining walls on the Project Site. The slope would then be graded and recompacted, ground anchors would be installed, and the slope would be covered with a wire, hexagonal,

2 CEQA Guidelines §15126.6(c).

mesh. A lower retaining wall would be installed to stabilize the slope. The retaining wall would have a maximum height of 17 feet and be located closer to the public right of way than the retaining wall associated with the Proposed Project. The existing roadway improvements would be removed. Similar to the Project, approximately 75,000 cubic yards of debris and soil would be exported off-site to stabilize this portion of the Project Site. The slope would be hydroseeded after stabilization, but no other landscaping would exist on the Project Site. Under the No Project Alternative, the Project Site would not be stabilized in a manner that would support future development. For this reason, if future development were to occur, the Project Site would need to be graded again.

Comparative Impact Evaluation

Aesthetics

The visual quality of the Project Site would change with the No Project Alternative; however, the changes would be different than those that would result from the Project. Under this Alternative, no new structures would be built on the Project Site. Instead of the proposed residential development, the slope would be stabilized and hydroseeded, which would change the visual character of the Project Site to a grassy hillside. With no setback, a retaining wall would be shorter and constructed closer to the right of way than the Project. Specifically, a retaining wall would be constructed with a maximum height of 17 feet, approximately 23 feet lower than the retaining wall included in the Proposed Project. Under the No Project Alternative, the retaining wall would be built near the public right of way, which would not allow room for landscaping in front of the wall. Although the retaining wall would be shorter at its maximum height and the existing visual character of the Project Site would be improved, without a setback and landscaping, aesthetic impacts would be incrementally greater than the Project. Development of the Project would not substantially degrade the existing visual quality or character of the Project Site or surrounding area; and impacts would be less than significant as described in **Section 5.1: Aesthetics**. The impacts of the No Project Alternative on the visual character of the Project Site would be incrementally greater in comparison to the Project, but impacts would remain less than significant.

Air Quality

As described in **Section 5.2: Air Quality**, the Project would result in less than significant impacts to air quality during construction and operation. With the No Project Alternative, no residential development would occur. Approximately 75,000 cubic yards of soil would be exported to implement the slope stabilization plan.

The estimated regional emissions during construction are shown in **Table 6.0-1: Unmitigated Maximum Construction Emissions—No Project Alternative.** As shown, regional construction emissions would result

in incrementally lower emissions, specifically for NOx, CO, and $PM_{10,}$ when compared to the Project. This is mainly due to the reduced amount of soil that would be exported from the Project Site.

The estimated localized emissions during construction are shown in **Table 6.0-2: Localized Construction Emissions—No Project Alternative**. As shown, localized construction emissions would result in similar emissions when compared to the Project.

With the No Project Alternative, no residential development would occur, and no new operational emissions would occur as the Project Site would remain vacant.

Table 6.0-1
Unmitigated Maximum Construction Emissions—No Project Alternative

	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Source			**pounds/day**			
No Project Alternative	4	53	28	<1	13	6
Project	4	60	30	<1	15	6
Difference	--	*-7*	*-2*	--	*-2*	--
SCAQMD threshold	75	100	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod. Refer to Air Quality Modeling Data for Alternatives in **Appendix F.1 (Summer)** and **F.2 (Winter).***
CO = carbon monoxide; NOx = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns; VOC = volatile organic compounds; SOx = sulfur oxides.

Table 6.0-2
Localized Construction Emissions—No Project Alternative

	NOx	CO	PM_{10}	$PM_{2.5}$
Source		**pounds/day**		
Construction				
No Project Alternative Total maximum on-site emissions	34	23	8	5
Project Total maximum on-site emissions	34	23	8	5
Difference	--	--	--	--
LST threshold[a]	183	1,814	14	9
Threshold exceeded?	**No**	**No**	**No**	**No**

*Source: CalEEMod. Refer to Air Quality Modeling Data for Alternatives in **Appendix F.1 (Summer)** and **F.2 (Winter).***
CO = carbon monoxide; LST = localized significance threshold; NOx = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns.
[a] *LST for a 5-acre site*

Biological Resources

As described in **Section 5.8: Biological Resources**, the Project would result in less than significant biological resource impacts with incorporation of mitigation. Under the No Project Alternative, while no residential units would be developed on the Project Site, a slope stabilization plan would be implemented. Potential impacts to nesting birds would have been reduced to less than significant levels with mitigation. With this No Project Alternative, impacts would be similar to those of the Project, as impacts would be less than significant with the incorporation of mitigation similar to the Project.

Geology and Soils

As described in **Section 5.3: Geology and Soils**, the Project would result in less than significant geology and soils impacts with incorporation of mitigation. Under the No Project Alternative, while no residential units would be developed on the Project Site, a similar slope stabilization plan would be implemented. At its maximum height, the retaining wall would be lower by about 23 feet than the retaining wall for the Project. The new slope would be covered with hexagonal mesh and hydroseeded. While the No Project Alternative would not stabilize the slope so that it could support future development, it would stabilize the existing slope. With this Alternative, impacts would be similar to those of the Project, as impacts would be less than significant with the incorporation of mitigation similar to the Proposed Project.

Land Use and Planning

As described in **Section 5.4: Land Use and Planning**, the Project would result in less than significant land use and planning impacts. With the No Project Alternative, the approved stabilization plan would be implemented, but this stabilization would not facilitate residential development on the Project Site without additional grading. The Project Site would not be developed with residential units that would assist in meeting the City in meeting the housing production goals in the City's Housing Element. Because the Project Site would still have to potential to be developed at a later date, impacts would remain less than significant.

Noise

As described in **Section 5.5: Noise**, the Project would result in less than significant noise impacts with implementation of mitigation during construction and less than significant impacts during operation. Under the No Project Alternative construction would not occur beyond the slope stabilization phase. Moreover, no new operational noise impacts would occur as the Project Site would remain vacant. Under the No Project Alternative, construction mitigation for vibration impacts would still be required for slope stabilization. Therefore, construction impacts associated with the No Project Alternative would be incrementally fewer than the impacts related to noise in comparison to the Project, while operational

impacts would be significantly fewer under the No Project Alternative. Impacts related to noise would be less than significant with mitigation.

Transportation

As described in **Section 5.6: Transportation**, the Project would result in less than significant transportation impacts during construction and operation with incorporation of mitigation measures. Under the No Project Alternative construction would be limited to implementing the slope stabilization plan as no homes would be built. Construction impacts associated with the No Project Alternative would be incrementally less than those of the Project; however, as with the Project, the No Project Alternative would also be required to implement a City-approved construction management plan and a construction management control plan as mitigation measures. Therefore, construction impacts associated with the No Project Alternative would be incrementally reduced in comparison to the Project, and no operational impacts occur as no homes would be built.

Other CEQA Topics

As described in **Section 7.1: Effects Not Found to be Significant**, effects related to agriculture and forestry resources, cultural resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, utilities and service systems, and wildfire were found not to be significant, less than significant or less than significant with mitigation measures. With the No Project Alternative, the impacts related to these topics would be similar to the Proposed Project with impacts related to energy, greenhouse gas emissions, population and housing, public services, and utilities and service systems incrementally reduced in comparison to Proposed Project.

Conclusion

The No Project Alternative would reduce environmental impacts when compared to the Project, with reduced air quality, noise, and transportation impacts. The No Project Alternative would still meet the objective of the Project to stabilize the existing slopes, and therefore, impacts to biological resources and geology and soils would be similar to the Project. However, since the No Project Alternative would build the retaining wall right along the public right of way and would not allow for landscaping, impacts associated with aesthetics would be greater. Additionally, the No Project Alternative would not include the development of housing on the Project Site that would assist the City in meeting the housing production goals in the City's Housing Element, and for this reason, impacts related to land use would also be greater.

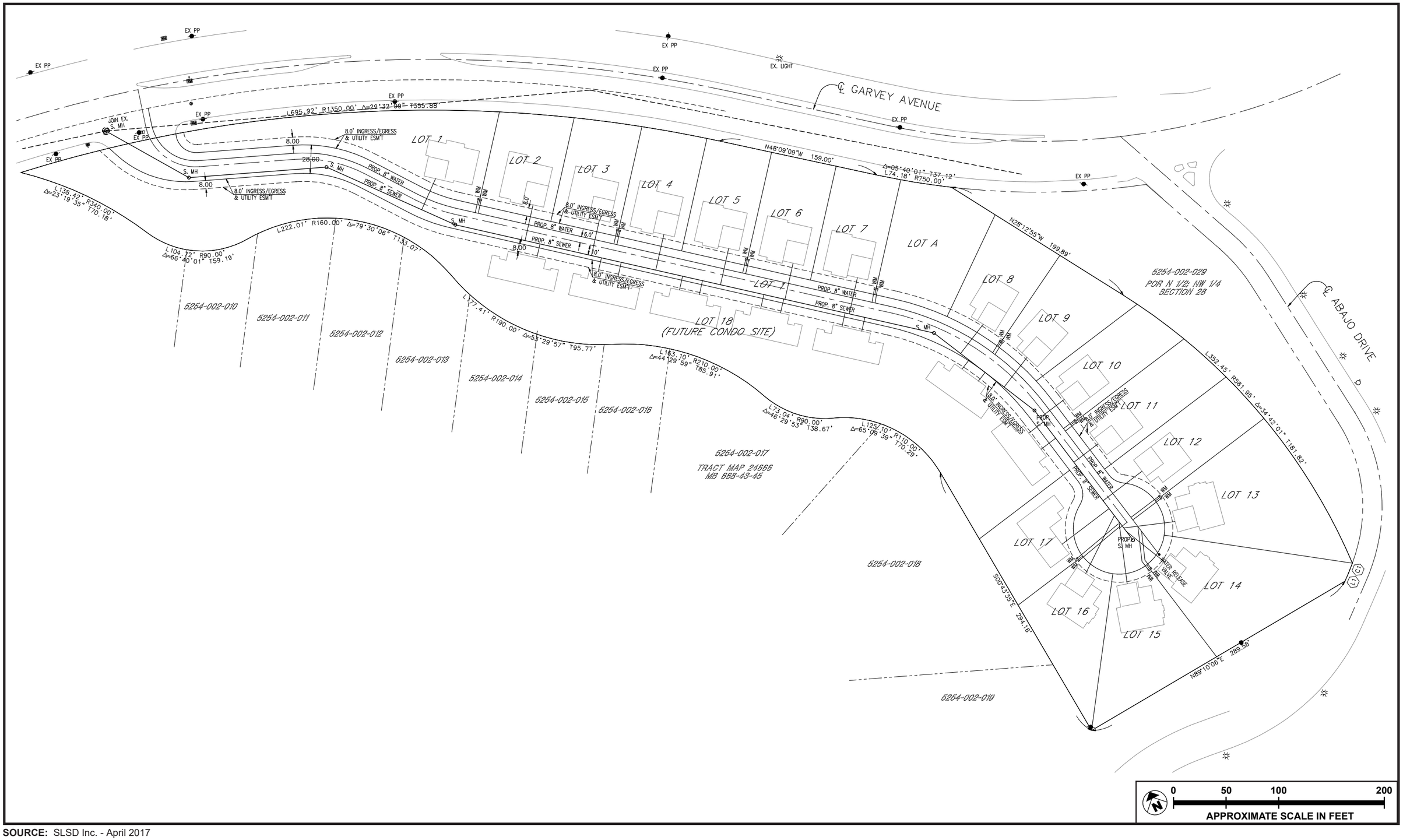
Alternative 2—Multi-Family Development Alternative

The Multi-Family Development Alternative considers development of the Project Site with a mix of single- and multi-family residences. The Multi-Family Development Alternative would include stabilization of the existing slopes in a similar manner as the Project with development of 17 single-family homes and 14 townhomes. The size of the individual single-family units would be similar to those proposed in the Project and townhomes would be approximately 2,400-5,700 square feet. Parking is on-grade in multi-family unit garages. Height of the residences is about 55' at the roof ridgeline. The retaining walls for the Multi-Family Development Alternative would be taller and longer to provide the additional area needed to development the townhomes. The townhomes would be developed on the upper half of the Project Site and the 17 single-family homes would be along the lower part of the Project Site as shown in **Figure 6.0-1: Multi-Family Development Alternative Site Plan**. Landscaping would be planted in front of the retaining walls, similar to the Project. The construction timeframe for stabilizing the slopes would be the same as the Project, however, with the increase in the number of residential units, construction of the residential units would occur over a longer five year period. Since the City's Land Use Element designates the site for single family residential use, a general plan amendment would be required to allow this alternative including, without limitation, a potential ballot proposition to amend the LUE.

Comparative Impact Evaluation

Aesthetics

As described in **Section 5.1: Aesthetics**, the Project would result in less than significant impacts to the existing visual quality of the Project Site and the surrounding area. As shown in **Figure 6.0-1**, the Multi-Family Development Alternative would develop single-family residences along the edges of the Project Site that face the public roadways, and townhomes would be developed on the upper part of the hill on the Project Site. Since single-family residences would be developed on the edges of the Project Site, views of the Project Site from surrounding roadways would be similar to those of the Project. The retaining walls for the Multi-Family Development Alternative would be required to be larger and longer to support the increase in development, which would further exceed the maximum height for retaining walls. However, this deviation from the wall height standard would be modified through discretionary approval of the Specific Plan, which would comprise of specific standards and design guidelines, similar to the Proposed Project. Similar to the Project, the wall finishes allowed under the Specific Plan would include a sculpted and stained rock finish, a quarry finish with score lines, acid etching and/or sandblasting, or a landscaped finish with vines planted at the base of the wall that would grow up the wall. The vines would grow up the walls to screen them and to be aesthetically pleasing. Nonetheless, the retaining walls would be larger than those of the Project and, for this reason, the Multi-Family Development Alternative would result in incrementally greater impacts than the Project on the visual character of the Project Site However, with landscaping and wall finishes, impacts would remain less than significant.



SOURCE: SLSD Inc. - April 2017

FIGURE **6.0-1**

Meridian Consultants

Multi-Family Development Alternative Site Plan

273-001-19

Air Quality

As described in **Section 5.2: Air Quality**, the Project would result in less than significant air quality impacts during construction and operation. Under the Multi-Family Development Alternative, construction would include stabilization of the existing slopes in a similar manner as the Project with development of one additional single-family residence for a total of 17 single-family residences and 14 new townhomes. Additionally, the residential development would occur over a 5-year period, approximately two years longer than construction of the Project.

The estimated regional emissions during construction are shown in **Table 6.0-3: Unmitigated Maximum Construction Emissions—Multi-Family Development Alternative**. As shown, regional construction emissions would be similar to the Project. Maximum construction emissions mainly occur during the slope stabilization phase that would occur in both the Project and the Multi-Family Development Alternative. Consequently, regional construction emissions would remain less than significant.

The estimated regional operational emissions are shown in **Table 6.0-4: Unmitigated Maximum Operational Emissions—Multi-Family Development Alternative**. As shown, regional operational emissions would result in incrementally greater emissions, specifically for NO_x, CO, PM_{10} and $PM_{2.5}$. This is mainly due to the increased amount of mobile vehicle trips resulting from the one additional single-family residence and the 14 new townhomes.

The estimated localized emissions during construction and operation are shown in **Table 6.0-5: Localized Construction and Operational Emissions—Multi-Family Development Alternative**. As shown, localized construction emissions would be similar to the Project. Maximum localized construction emissions mainly occur during the slope stabilization phase that would occur in both the Project and Multi-Family Development Alternative. Additionally, localized operational emissions would be incrementally greater, specifically for CO, when compared to the Project. This is mainly due to the increased amount of energy emissions emitted due to the additional land uses. However, similar to the Project, impacts for the Multi-Family Development Alternative would be less than significant.

Table 6.0-3
Unmitigated Maximum Construction Emissions—Multi-Family Development Alternative

Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds/day					
Multi-Family Development Alternative Maximum	4	60	30	<1	15	6
Project Maximum	*4*	*60*	*30*	*<1*	*15*	*6*
Difference	--	--	--	--	--	
SCAQMD threshold	75	100	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod. Refer to Air Quality Modeling Data for Alternatives in **Appendix F.3 (Summer)** and **F.4 (Winter).***
CO = carbon monoxide; NOx = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns; VOC = volatile organic compounds; SOx = sulfur oxides.

Table 6.0-4
Unmitigated Maximum Operational Emissions—Multi-Family Development Alternative

Source	VOCs	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds/day					
Multi-Family Development Alternative Total	2	2	6	<1	2	1
Project Total	2	1	4	<1	1	<1
Difference	--	+1	+2	--	+1	+1
SCAQMD threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod. Refer to Air Quality Modeling Data for Alternatives in **Appendix F.3 (Summer)** and **F.4 (Winter).***
CO = carbon monoxide; NOx = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns; VOCs = volatile organic compounds; Sox = sulfur oxides.

Table 6.0-5
Localized Construction and Operational Emissions—Multi-Family Development Alternative

Source	NOx	CO	PM_{10}	$PM_{2.5}$
	pounds/day			
Construction				
Multi-Family Development Alternative Total maximum on-site emissions	34	23	8	5
Project Total maximum on-site emissions	34	23	8	5
Difference	--	--	--	--
LST threshold[a]	183	1,814	14	9
Threshold exceeded?	**No**	**No**	**No**	**No**

Source	NOx	CO	PM_{10}	$PM_{2.5}$
	pounds/day			
Operation				
Multi-Family Development Alternative Buildout Area/energy emissions	1	3	*<1*	*<1*
Project Buildout Area/energy emissions	<1	1	<1	<1
Difference	--	*+2*	--	--
LST threshold	183	1,814	4	2
Threshold exceeded?	**No**	**No**	**No**	**No**

*Source: CalEEMod. Refer to Air Quality Modeling Data for Alternatives in **Appendix F.3 (Summer)** and **F.4 (Winter).***
CO = carbon monoxide; LST = localized significance threshold; NOx = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns.
[a] *LST for a 5-acre site*

Biological Resources

As described in **Section 5.8: Biological Resources**, the Project would result in less than significant biological resource impacts with incorporation of mitigation. Under the Multi-Family Development Alternative, the site preparation, slope stabilization and remediation, and design and maintenance of the Project Site would be the same as the Project. Potential impacts to nesting birds would have been reduced to less than significant levels with mitigation. With this Multi-Family Development Alternative, impacts would be similar to those of the Project, as impacts would be less than significant with the incorporation of mitigation similar to the Proposed Project.

Geology and Soils

As described in **Section 5.3: Geology and Soils**, the Project would result in less than significant geology and soils impacts with incorporation of mitigation. Under the Multi-Family Development Alternative, the site preparation, unstable soil removal, slope stabilization and remediation, and design and maintenance of the Project Site would be the same as the Project. The Multi-Family Development Alternative would implement similar mitigation to the Project during construction and would require homeowners to follow specific maintenance procedures to maintain slope stability during operation. Accordingly, with incorporation of mitigation measures similar to those of the Project, impacts would be less than significant, and the Multi-Family Development Alternative would have similar impacts related to geology and soils in comparison to the Project.

Land Use

As described in **Section 5.4: Land use and Planning**, the Project would result in less than significant land use impacts. Implementation of the Multi-Family Development Alternative would develop 17 single-family and 14 multi-family residential units for a total of 31 residential units on the Project Site. By adding residential uses, the Multi-Family Development Alternative would aid in increasing the available supply of

housing in the City to a greater degree than the Project would. It would help the City achieve its RHNA goals of 815 new housing units for the period 2014-2021. Land use impacts would be less than significant with both the Project and this alternative.

Noise

As described in **Section 5.5: Noise**, the Project would result in less than significant impacts to noise with implementation of mitigation during construction and less than significant impacts during operation. With the Multi-Family Development Alternative, the construction phasing and schedule for the slope stabilizing would be similar to the Project, however, construction of additional residential units would take approximately 2 years longer than the Project. Similar to the Project, the Multi-Family Development Alternative would implement similar mitigation measures to ensure impacts related to vibrations would remain less than significant. Impacts related to construction noise under the Multi-Family Development Alternative would be similar to those of the Project and less than significant. With the development of a greater number of residential units, there would be an incremental increase in noise as the number of homes and residents would be greater. Accordingly, operational noise would be incrementally greater due to an increase in population and thus an increase in transportation. However, the Project was far below the noise impact thresholds during operation, and therefore impacts under this Alternative would remain less than significant.

Transportation

As described in **Section 5.6: Transportation**, the Project would result in less than significant transportation impacts during construction and operation with incorporation of mitigation measures. Under the Multi-Family Development Alternative, an additional single-family home and 14 townhomes would be constructed. Although the construction of these additional residential units would result in construction occurring for two more years than with the Project, the number of peak construction trips and average daily trips would remain the same. As discussed in **Section 5.6**, impacts related to construction trips were analyzed on a peak and daily trip generation, and impacts related to construction would be less than significant. Additionally, as with the Project, the Multi-Family Development Alternative would also be required to implement a city-approved construction management plan and a construction management control plan. The Multi-Family Development Alternative would result in a greater densification of residents, which would result in incrementally greater transportation impacts. However, as discussed in **Section 5.6**, the Project would not result in significant transportation and traffic impacts. Therefore, although impacts would be incrementally greater under the Multi-Family Development Alternative when compared to the Project's transportation impacts, impacts would remain less than significant with mitigation incorporated.

Other CEQA Topics

As described in **Section 7.1: Effects Not Found to be Significant,** effects related to agriculture and forestry resources, cultural resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, utilities and service systems, and wildfire were found not to be significant, less than significant or less than significant with mitigation measures. Under the Multi-Family Development Alternative, a majority of these impacts would be similar to those of the Proposed Project. However, impacts related to energy, greenhouse gas emissions, population and housing, public services, and utilities and service systems would be greater than those of the Proposed Project. Overall, impacts would be incrementally greater than those of the Project.

Conclusion

The Multi-Family Development Alternative would develop the Project Site with additional residential units which would therefore require longer and taller retaining walls. Impacts associated with aesthetics, and operational impacts associated with air quality, noise, and transportation would all be considered greater than those of the Project. Impacts related to biological resources, geology and soils, land use, and construction air quality, noise, and transportation would be similar as those of the Project. All of the Project objectives would be met by the Multi-Family Development Alternative.

Alternative 3—Alternative Retaining Wall Design

The Alternative Retaining Wall Design assumes the development would proceed as proposed with a different type of retaining wall than the proposed tieback wall included in the Project. The Alternative Retaining Wall Design includes a Mechanically Stabilized Earth (MSE) wall design which is made of interlocking masonry units with geogrid (a porous, fabric-like material) placed at intervals within the backfill behind the retaining wall. The design principle with an MSE wall is that the earth holds the wall in place while the wall holds the earth in place. The on-site soils are not suitable for backfill and in order to utilize this type of retaining wall, the backfill material would need to be imported to the Project Site. This retaining wall design would require the import of approximately 100,000 cubic yards of soil to stabilize the retaining wall in addition to the approximately 112,000 cubic yards of export due to grading and demolition of the existing improvements. Due to this, the construction of the Alternative Retaining Wall Design would take longer.

Comparative Impact Evaluation

Aesthetics

As described in **Section 5.1: Aesthetics**, the Project would result in less than significant impacts on the existing visual quality of the Project Site and the surrounding area. The Alternative Retaining Wall Design would have a different visual design character than the proposed retaining walls. The MSE wall would be made of interlocking masonry units with geogrid. The Alternative Retaining Wall Design would add texture to the retaining wall face; however, this retaining wall would be built closer to the public right of way than the retaining wall in the Project, leaving less room for landscaping in front of the wall. Without the landscaping the retaining wall would not be visually screened as much as the retaining wall in the Project. Although this Alternative would not conflict with any applicable regulations governing scenic quality, this Alternative would result in incrementally greater aesthetic impacts in comparison to the Project.

Air Quality

As described in **Section 5.2: Air Quality**, the Project would result in less than significant air quality impacts during construction and operation. With the Alternative Retaining Wall Design, the MSE retaining wall would require the import of approximately 100,000 cubic yards of soil. Accordingly, hauling trips would also almost double. Similar to the Project, the Alternative Retaining Wall Design would include the export of approximately 112,000 cubic yards of soil.

The estimated regional emissions during construction are shown in **Table 6.0-6: Unmitigated Maximum Construction Emissions—Alternative Retaining Wall Design**. As shown, regional construction emissions would be greater than the Project, specifically for VOC, NO_x, CO, PM_{10} and $PM_{2.5}$. This is mainly due to the additional 100,000 cubic yards of soil that would be imported as a result of the MSE retaining wall. However, similar to the Project, regional construction emissions would remain less than significant.

Because the same number of homes would be built, operational emissions would be similar.

The estimated localized emissions during construction are shown in **Table 6.0-7: Localized Construction Emissions—Alternative Retaining Wall Design**. As shown, localized construction emissions would result in similar emissions when compared to the Project.

Table 6.0-6
Unmitigated Maximum Construction Emissions—Alternative Retaining Wall Design

Source	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
	pounds/day					
Alternative Retaining Wall Design Maximum	5	77	34	<1	21	8
Project Maximum	4	60	30	<1	15	6
Difference	+1	+13	+4	--	+6	+2
SCAQMD threshold	75	100	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod. Refer to Air Quality Modeling Data in **Appendix F.5 (Summer)** and **F.6 (Winter).***
Notes:
CO = carbon monoxide; NOx = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns; VOC = volatile organic compounds; SOx = sulfur oxides.

Table 6.0-7
Localized Construction Emissions—Alternative Retaining Wall Design

Source	NOx	CO	PM_{10}	$PM_{2.5}$
	pounds/day			
Construction				
Alternative Retaining Wall Design Total maximum on-site emissions	34	23	8	5
Project Total maximum on-site emissions	34	23	8	5
LST threshold[a]	183	1,814	14	9
Threshold exceeded?	**No**	**No**	**No**	**No**

*Source: CalEEMod. Refer to Air Quality Modeling Data in **Appendix F.5 (Summer)** and **F.6 (Winter).***
Notes:
CO = carbon monoxide; LST = localized significance threshold; NOx = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns.
[a] LST for a 5-acre site

Biological Resources

As described in **Section 5.8: Biological Resources**, the Project would result in less than significant biological resource impacts with incorporation of mitigation. The Alternative Retaining Wall Design would result in similar grading of the Project Site and building development as the Project. Potential impacts to nesting birds would have been reduced to less than significant levels with mitigation. With this Alternative Retaining Wall Design, impacts would be similar to those of the Project, as impacts would be less than significant with the incorporation of mitigation similar to the Project.

Geology and Soils

As described in **Section 5.3: Geology and Soils**, the Project would result in less than significant impacts, with incorporation of mitigation, related to geology and soils. The Alternative Retaining Wall Design would result in similar grading of the Project Site and building development as the Project. Under the Alternative Retaining Wall Design, construction would require an additional 100,000 cubic yards of soil import to support the wall, however, the Alternative Retaining Wall Design would not change the function of the retaining wall to stabilize the earth. Therefore, impacts would be the similar to the Project, and less than significant with incorporation of mitigation.

Land Use

As described in **Section 5.4: Land Use and Planning**, the Project would result in less than significant land use impacts. Similar to the Project, the Alternative Retaining Wall Design would develop the Project Site with 16 single-family residences. The Alternative Retaining Wall Design only proposes to change the type of retaining wall used on the Project Site. Accordingly, the Alternative Retaining Wall Design would be consistent with all applicable land use plans, policies, and regulations, as no changes from the Project in housing units, land use, or zoning would occur. Therefore, the Alternative Retaining Wall Design would result in similar land use impacts in comparison to the Project and impacts would be less than significant.

Noise

As described in **Section 5.5: Noise**, the Project would result in less than significant impacts to noise with mitigation during construction and less than significant impacts during operation. Under the Alternative Retaining Wall Design, construction would require an additional 100,000 cubic yards of soil import to be able to support the retaining wall, almost double the amount required for the Project. Accordingly, hauling trips would also almost double. However, the number of peak construction trips and average daily trips would remain the same and construction would occur over a longer period of time. Additionally, the Alternative Retaining Wall Design would implement a similar mitigation measure as the Project to ensure that vibration impacts during construction would remain less than significant. The noise related to construction traffic would occur over a longer period of time, and would therefore be incrementally greater than with the Project; however, the daily number of trips would remain the same and impacts would be less than significant. Impacts under this Alternative would be less than significant with mitigation. The Alternative Retaining Wall Design would develop the same number of units as the Project. Accordingly, operational noise would be similar to the Project, and less than significant.

Transportation

As described in **Section 5.6: Transportation**, the Project would result in less than significant impacts related to transportation during construction and operation with the incorporation of mitigation measures. The Alternative Retaining Wall Design, would require an additional 100,000 cubic yards of soil import to be able to support the retaining wall, almost double the amount for the Project. Accordingly, hauling trips would also almost double. However, the number of peak construction trips and average daily trips would remain the same. Construction would occur over a longer period of time. As discussed in **Section 5.6**, impacts related to construction trips were analyzed on a peak and daily trip generation, and impacts related to construction would be less than significant. While the number of peak and daily trips would remain the same under the Alternative Retaining Wall Design, construction would occur over a longer period of time than the Project. Therefore, construction impacts would be incrementally greater than those of the Project. Additionally, as with the Project, the Alternative Retaining Wall Design would also be required to implement a City-approved construction management plan and a construction management control plan. The Alternative Retaining Wall Design does not include the any changes to the number of homes developed on the Project Site, and for this reason, operational impacts would be similar to the Project, and less than significant with implementation of mitigation for sight distance.

Other CEQA Topics

As described in **Section 7.1: Effects Not Found to be Significant**, effects related to agriculture and forestry resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, utilities and service systems, and wildfire were found not to be significant, less than significant or less than significant with mitigation measures. Under the Alternative Retaining Wall Design, a majority of these impacts would be similar to those of the Proposed Project. However, due to the longer construction period and import of additional soils, impacts related to energy and greenhouse gas emissions would be greater than the Proposed Project. Overall, impacts would be incrementally greater than those of the Project.

Conclusion

The Alternative Retaining Wall Design would utilize an MSE retaining wall that would be considered more aesthetically pleasing than the retaining wall proposed with the Project. However, there would be minimal landscaping in front of the MSE retaining wall under the Alternative Retaining Wall Design. With the MSE retaining wall approximately 100,000 cubic yards of additional soil import would be required to stabilize the wall. The Alternative Retaining Wall Design would result in incrementally greater impacts associated with aesthetics, and construction impacts associated with air quality, noise, and transportation. All other

impacts would be similar to those of the Project. All of the Project objectives would be met with the Alternative Retaining Wall Design.

Alternative 4—Reduced Density Alternative

The Reduced Density Alternative includes the same slope stabilization plan as the Proposed Project, with construction of 8 homes along the private drive instead of the proposed 16. Grading, slope stabilization, retaining walls, and site improvements would be similar to the Proposed Project and would occur over approximately 30 months with construction of the homes following over 18 months. The total amount of grading would also be similar, involving grading and approximately 112,000 cubic yards of soil and debris would be excavated and hauled off site. Landscaping would be similar to the Proposed Project including includes trees, shrubs, and groundcover planted along West Garvey Avenue to further stabilize the slope along with hydroseeding with a grass and a native wildflower mix over the graded slopes. Tree would also be planted along West Garvey Avenue with climbing plants along the base of the retaining wall to screen views of the wall. Additional landscaping will be installed along the private driveway, the front yards of the homes, and other common areas. Trees would be planted between the driveway and the upper retaining wall.

Comparative Impact Evaluation

Aesthetics

As described in **Section 5.1: Aesthetics**, the Project would result in less than significant impacts to the existing visual quality of the Project Site and the surrounding area. The Reduced Density Alternative would develop 8 single-family residences along Garvey Avenue side of the Project Site. Since single-family residences would be developed along this edge of the Project Site, views of the Project Site from surrounding roadways would be similar to those of the Project. The retaining walls for the Reduced Density Alternative would be similar to those of the Project, with wall finishes allowed under the Specific Plan including a sculpted and stained rock finish, a quarry finish with score lines, acid etching and/or sandblasting, or a landscaped finish with vines planted at the base of the wall. The vines would grow up the walls to screen them and to be aesthetically pleasing. The Reduced Density Alternative would have similar impacts as the Project with impacts being less than significant.

Air Quality

As described in **Section 5.2: Air Quality**, the Project would result in less than significant impacts to air quality during construction and operation. Under the Reduced Density Alternative, construction would include stabilization of the existing slopes in a similar manner as the Project but would include the construction of 8 single-family homes instead of the proposed 16. Additionally, construction of these new

land uses would occur over an 18-month period, instead of a 36-month period for the construction of the Project.

The estimated regional emissions during construction are shown in **Table 6.0-8: Unmitigated Maximum Construction Emissions—Reduced Density Alternative**. As shown, regional construction emissions would be similar to the Project. Maximum construction emissions mainly occur during the slope stabilization phase that would occur in both the Project and the Reduced Density Alternative. Consequently, regional construction emissions would remain less than significant.

Table 6.0-8
Unmitigated Maximum Construction Emissions—Reduced Density Alternative

Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds/day					
Reduced Density Alternative Maximum	4	60	30	<1	15	6
Project Maximum	*4*	*60*	*30*	*<1*	*15*	*6*
Difference	--	--	--	--	--	
SCAQMD threshold	75	100	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod. Refer to Air Quality Modeling Data for Alternatives in **Appendix F.3 (Summer)** and **F.4 (Winter).***
CO = carbon monoxide; NOx = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns; VOC = volatile organic compounds; SOx = sulfur oxides.

The estimated regional operational emissions are shown in **Table 6.0-9: Unmitigated Maximum Operational Emissions— Reduced Density Alternative**. As shown, regional operational emissions would result in incrementally lower emissions compared to the Project. This is mainly due to the reduced amount of mobile vehicle trips resulting from the reduction in single-family homes.

The estimated localized emissions during construction and operation are shown in **Table 6.0-10: Localized Construction and Operational Emissions— Reduced Density Alternative**. As shown, localized construction emissions would be similar to the Project. Maximum localized construction emissions mainly occur during the slope stabilization phase that would occur in both the Project and the Reduced Density Alternative. Additionally, localized operational emissions would be incrementally lower when compared to the Project. This is mainly due to the decreased amount of energy emissions emitted due to fewer homes being developed. Therefore, similar to the Project, impacts for the Reduced Density Alternative would be less than significant.

Table 6.0-9
Unmitigated Maximum Operational Emissions— Reduced Density Alternative

Source	VOCs	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds/day					
Reduced Density Alternative Total	1	1	2	<1	1	<1
Project Total	2	1	4	<1	1	<1
Difference	--	--	--	--	--	--
SCAQMD threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod. Refer to Air Quality Modeling Data for Alternatives in **Appendix F.3 (Summer)** and **F.4 (Winter).***
CO = carbon monoxide; NOx = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns; VOCs = volatile organic compounds; Sox = sulfur oxides.

Table 6.0-10
Localized Construction and Operational Emissions— Reduced Density Alternative

Source	NOx	CO	PM_{10}	$PM_{2.5}$
	pounds/day			
Construction				
Reduced Density Alternative Total maximum on-site emissions	34	23	8	5
Project Total maximum on-site emissions	34	23	8	5
Difference	--	--	--	--
LST threshold[a]	183	1,814	14	9
Threshold exceeded?	**No**	**No**	**No**	**No**
Operation				
Reduced Density Alternative Buildout Area/energy emissions	<1	1	*<1*	*<1*
Project Buildout Area/energy emissions	<1	1	<1	<1
Difference	--	--	--	--
LST threshold	183	1,814	4	2
Threshold exceeded?	**No**	**No**	**No**	**No**

*Source: CalEEMod. Refer to Air Quality Modeling Data for Alternatives in **Appendix F.3 (Summer)** and **F.4 (Winter).***
CO = carbon monoxide; LST = localized significance threshold; NOx = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns.
[a] *LST for a 5-acre site*

Biological Resources

As described in **Section 5.8: Biological Resources**, the Project would result in less than significant biological resource impacts with incorporation of mitigation. Under the Reduced Density Alternative, the site preparation, slope stabilization, and design of the Project Site would be the same as the Project. Potential impacts to nesting birds would have been reduced to less than significant levels with mitigation. With this Reduced Density Alternative, impacts would be similar to those of the Project, as impacts would be less than significant with the incorporation of mitigation similar to the Project.

Geology and Soils

As described in **Section 5.3: Geology and Soils**, the Project would result in less than significant geology and soils impacts with incorporation of mitigation. Under the Reduced Density Alternative, the site preparation, unstable soil removal, slope stabilization and remediation, and design and maintenance of the Project Site would be the same as the Project. The Reduced Density Alternative would implement similar mitigation to the Project during construction and would require homeowners to follow specific maintenance procedures to maintain slope stability during operation. Accordingly, with incorporation of mitigation measures similar to those of the Project, impacts would be less than significant, and the Reduced Density Alternative would have similar impacts related to geology and soils in comparison to the Project.

Land Use and Planning

As described in **Section 5.4: Land Use and Planning**, the Project would result in less than significant land use and planning impacts. Implementation of the Reduced Density Alternative would develop 8 single-family residential units. The Reduced Density Alternative would result in half as many units as the Project and although it would assist in meeting the City's current Housing Element housing production goals, it would be less than those of the Project. Impacts would be considered incrementally greater; however, because the Project Site would still be developed with residential uses, impacts would remain less than significant.

Noise

As described in **Section 5.5: Noise**, the Project would result in less than significant impacts to noise with implementation of mitigation during construction and less than significant impacts during operation. Under the Reduced Density Alternative, the construction phasing and schedule for the slope stabilizing would be similar to the Project, however, construction of fewer residential units would take approximately 18 months compared to 36 months for the Project. Similar to the Project, the Reduced Density Alternative would implement similar mitigation measures to ensure impacts related to vibration would remain less than significant. Impacts related to construction noise under the Reduce Density Alternative would be similar to those of the Project and less than significant. Similar to the Project, the Reduce Density Alternative would operate as residential uses, however, the population associated with the Reduce Density Alternative would be less than the Project. Accordingly, operational noise would be incrementally lower due to a decrease in population and associated decrease in daily traffic. Moreover, the Project was far below the noise impact thresholds during operation and therefore impacts under this Alternative would remain less than significant.

Transportation

As described in **Section 5.6: Transportation**, the Project would result in less than significant transportation impacts during construction and operation with incorporation of mitigation measures. Under the Reduce Density Alternative, half as many units would be constructed as the Project. Although the construction of these residential units would take half the time as the Project would, the number of peak construction trips and average daily trips would remain the same. As discussed in **Section 5.6**, impacts related to construction trips were analyzed on a peak and daily trip generation, and impacts related to construction would be less than significant. Additionally, as with the Project, the Reduce Density Alternative would also be required to implement a city-approved construction management plan and a construction management control plan. The Reduced Density Alternative would result in a lower densification of residents, which would result in incrementally fewer transportation impacts. However, as discussed in **Section 5.6**, the Project generates a number of trips that is considered below the threshold for requiring a traffic impacts analysis. Therefore, impacts would be incrementally less under the Reduce Density Alternative when compared to the Project's transportation impacts, impacts would remain less than significant with mitigation incorporated.

Other CEQA Topics

As described in **Section 7.1: Effects Not Found to be Significant**, effects related to agriculture and forestry resources, cultural resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, utilities and service systems, and wildfire were found not to be significant, less than significant or less than significant with mitigation measures. Under the Reduced Density Alternative, a majority of these impacts would be similar to those of the Proposed Project. However, impacts related to energy, greenhouse gas emissions, population and housing, public services, and utilities and service systems would be less than those of the Proposed Project. Overall, impacts would be incrementally less than those of the Project.

Conclusion

Generally, the impacts associated with the Reduced Density Alternative would be less than significant, would reduce environmental impacts when compared to the Project, and would result in fewer impacts to air quality, noise, and transportation. The Reduced Density Alternative would still meet the goal of stabilizing the slope and would landscape similar to the Project, and therefore, impacts to aesthetics, biological resources, and geology and soils would be considered similar to those of the Project. The Reduced Density Alternative would develop fewer residential units than the Project, and although it would assist in meeting the City's RHNA housing allocation targets, it would contribute fewer residential units than the Project. Impacts related to land use would also be considered similar to the Project.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6(e)(2) of the CEQA Guidelines requires that an EIR identify an environmentally superior alternative among the alternatives evaluated. If the "No Project" Alternative is the environmentally superior alternative, the EIR must identify another environmentally superior alternative among the remaining alternatives.

Table 6.0-11: Comparison of Alternatives to the Project, shows the impacts under the Alternatives compared to the Project. While the impacts of the No Project Alternative would reduce impacts in comparison to the Project, the No Project Alternative would not achieve most of the Project objectives, including providing the City with additional housing opportunities and contribute housing stock towards meeting the City's RHNA. Additionally, the No Project Alternative would also require the construction of the Lower Retaining Wall, which must be developed in accordance with an existing settlement agreement with the City to stabilize the slopes on the Project site as a nuisance abatement proceeding. The No Project Alternative would require the Project Site to be graded again if development were to occur in the future, which would result in additional impacts. For these reasons, the No Project Alternative is not environmentally superior to the Project.

The Multi-Family Development and the Alternative Retaining Wall Design Alternatives both meet the objectives of the Project and would result in similar, less than significant impacts when compared to the Project. The Multi-Family Alternative would also meet and exceed the Project objectives by providing the City with additional housing opportunities and contribute housing stock towards meeting the City's RHNA. However, the Multi-Family Development Alternative would result in incrementally greater aesthetic impacts and operational impacts associated with air quality, noise, and transportation than the Project. The Alternative Retaining Wall Design would result in incrementally greater aesthetic impacts and air quality, noise, and transportation impacts during construction. While all impacts would be less than significant with both alternatives, neither of these alternatives is environmentally superior to the Project as proposed.

The Reduced Density Alternative would reduce impacts in comparison to the Project and is considered the environmentally superior alternative. The Reduced Density Alternative would not meet the objective of the Project to maximize the amount of housing provided on the Project Site to assist the City in meeting the Housing Element production goals to the degree the Project would. In addition, the reduced number of homes would not generate the same amount of revenue as the Project and the amount of revenue generated would not be sufficient to offset the costs of stabilizing the slopes and constructing the necessary site improvements. For these reasons, the Reduced Density Alternative is not feasible.

Table 6.0-11
Comparison of Alternatives to Project

Environmental Issue Area	Project	Alternative 1— No Project	Alternative 2— Multi-Family Development	Alternative 3— Alternative Retaining Wall Design	Alternative 4— Reduced Density Alternative
Aesthetics	Less than Significant	Incrementally Greater (Less than Significant)	Incrementally Greater (Less than Significant)	Greater (Potentially Significant)	Similar (Less than Significant)
Air Quality	Less than Significant	**Construction**– Incrementally Less (Less than Significant) **Operation**–Significantly Less (Less than Significant)	**Construction**–Similar (Less than Significant) **Operation**–Incrementally Greater (Less than Significant)	**Construction**– Incrementally Greater (Less than Significant) **Operation**–Similar (Less than Significant)	**Construction**–Similar (Less than Significant) **Operation**–Incrementally Less (Less than Significant)
Biological Resources	Less than Significant with Mitigation Measures	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)
Geology and Soils	Less than Significant with Mitigation Measures	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)
Land Use and Planning	Less than Significant	Incrementally Greater (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Noise	**Construction**–Less than Significant with Mitigation Measures **Operation**–Less than Significant	**Construction**– Incrementally Less (Less than Significant with Mitigation) **Operation**–Incrementally Significantly (Less than Significant)	**Construction**–Similar (Less than Significant) **Operation**–Incrementally Greater (Less than Significant)	**Construction**– Incrementally Greater (Less than Significant with Mitigation Measures) **Operation**–Similar (Less than Significant)	**Construction**–Similar (Less than Significant) **Operation**–Incrementally Less (Less than Significant)
Transportation	Less than Significant with Mitigation Measures	**Construction**– Incrementally Less (Less than Significant with Mitigation)	**Construction**–Similar (Less than Significant with Mitigation)	**Construction**– Incrementally Greater (Less than Significant with Mitigation Measures)	**Construction**–Similar (Less than Significant with Mitigation)

Environmental Issue Area	Project	Alternative 1— No Project	Alternative 2— Multi-Family Development	Alternative 3— Alternative Retaining Wall Design	Alternative 4— Reduced Density Alternative
		Operation–Significantly Less (Less than Significant)	**Operation**–Incrementally Greater (Less than Significant)	**Operation**–Similar (Less than Significant with Mitigation Measures)	**Operation**–Incrementally Less (Less than Significant with Mitigation)
Other CEQA Topics	No Impact or Less Than Significant or Less than Significant with Mitigation Measures	Incrementally Less (No Impact or Less Than Significant or Less than Significant with Mitigation Measures)	Incrementally Greater (No Impact or Less Than Significant or Less than Significant with Mitigation Measures)	Incrementally Greater (No Impact or Less Than Significant or Less than Significant with Mitigation Measures)	Incrementally Less (No Impact or Less Than Significant or Less than Significant with Mitigation Measures)

7.0 OTHER ENVIRONMENTAL IMPACTS

This section provides a brief discussion of the reasons that various possible significant effects of the Project were determined not to be significant and were therefore not discussed in detail in the Draft EIR. This section also discusses the significant irreversible environmental changes that would be caused by the Project, including the use of nonrenewable resources, as well as the primary and secondary impacts, which generally commit future generations to similar uses. This section also discusses growth-inducing impacts associated with the Project. Please see **Section 8.0: Terms** for a glossary of terms, definitions, and acronyms used in the Draft EIR.

7.1 EFFECTS NOT FOUND TO BE SIGNIFICANT

This section includes information from the Initial Study that was prepared by Meridian Consultants on July 10, 2020, which can be found in **Appendix A3: Initial Study**. In addition to the environmental impact thresholds analyzed in detail in this EIR, the City determined after preparation of an Initial Study that the development and operation of the Project would not result in potentially significant impacts to the environmental impact topics discussed below. Section 15128 of the *CEQA Guidelines* requires a brief description of any possible significant effects that were determined not to be significant and were not analyzed in detail within the environmental analysis. Therefore, this section has been included in this Draft EIR as required by CEQA.

The discussion below presents the analysis of the effects related to agriculture and forestry resources, cultural resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, utilities and service systems, and wildfire not found to be significant. Any thresholds or topics not addressed in this section are addressed in **Section 5.0: Environmental Impact Analysis** of this Draft EIR.

AGRICULTURE AND FORESTRY RESOURCES

Threshold 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 nonagricultural use?**

The Project Site was previously graded and improved for residential development. No farmland or farming activity occurs on or near the Project Site. According to the California Department of Conservation "Los Angeles County Important Farmland 2016" map, no portion of the Project Site is designated as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance.[1] Accordingly, no impacts on prime farmland, unique farmland, or farmland of statewide importance would occur with the implementation of the proposed housing development.

Threshold b: **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

The Project Site is currently zoned High-Density Residential (R-3)[2] and is not zoned for agricultural use, used for agriculture, or subject to a Williamson Act contract. There are no designated agricultural land uses or Williamson Act contracts adjacent to, or near the Project Site. No impacts would occur.

1 California Department of Conservation, Division of Land Resource Protection, Los Angeles County Important Farmland 2016, map (July 2017), accessed February 2020, available at https://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx.

2 City of Monterey Park, Zoning Map, https://www.montereypark.ca.gov/DocumentCenter/View/7097/EXZO_2013-082417?bidId=, accessed March 2020.

Threshold c: **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

The Project Site is not designated or zoned for forest or timberland. The Project Site is in an urbanized area of the City and surrounding land uses consist of, residential, industrial, and commercial uses. There are no forest lands or timberlands designated or protected by the City of Monterey Park General Plan.[3] The Project Site is zoned as High-Density Residential (R-3)[4] and would not conflict with any areas zoned for forest or timberland. No impacts would occur.

Threshold d: **Result in the loss of forest land or conversion of forest land to nonforest use?**

The Project Site does not include forest land and is not located near any forest land. For this reason, no impacts would occur.

Threshold e: **Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use, or conversion of forestland to nonforest use?**

The Project Site does not contain any farmland or forestland; therefore, no such land would be converted. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses. No impacts would occur.

CULTURAL RESOURCES

On May 3, 2017 Applied EarthWorks, Inc. (Æ) conducted a cultural resource literature review and records search at the South Central Coastal Information Center (SCCIC) which can be found in **Appendix B: Cultural Resources Literature Review and Records Search** of **Appendix A.3: Initial Study** of this Draft EIR. This search was limited to resources and reports within a 0.25-mile radius of the Project area. The objective of this search was to determine whether any prehistoric or historical cultural resources have been previously recorded within the Project Site and surrounding areas. Additional sources consulted during the cultural resource literature review and records search include the Office of Historic Preservation Archaeological Determinations of Eligibility and the Office of Historic Preservation Directory of Properties in the Historic Property Data File.

3 City of Monterey Park, *Land Use and Urban Design Element*, Adopted December 5, 2019.

4 City of Monterey Park, *Zoning Map*, https://www.montereypark.ca.gov/DocumentCenter/View/7097/EXZO_2013-082417?bidId=, accessed March 2020.

Results of the cultural resource records search show that while the Project Site has not been previously surveyed for cultural resources, at least two investigations were conducted within 0.25-mile of the Project area since 2007. During those investigations, two cultural resources (one prehistoric archaeological resource and one built-environment resource) were identified including the Mojave Road, which consists of a network of prehistoric trails used by Native Americans to get across the Mojave Desert, and the St. Thomas More Catholic Church located at 2510 South Fremont Street. The Mojave Road is a California Registered Historical Landmark. The St. Thomas More Catholic Church was evaluated for significance based on the National Register of Historic Places (NRHP) in 2007 and was not recommended as eligible for listing on the NRHP; the resource was not evaluated for listing on the California Register of Historical Resources (CRHR).

Threshold a: Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?

The Project Site was previously approved for residential development and graded. The Project Site was undisturbed before that grading. Neither of the resources found within the 0.25 mile area of the Project Site, in particular the St. Thomas More Catholic Church, would be modified by the Project. The Project construction would not include any alterations to these historical sites. As there are no historical resources on the Project Site, and nearby historical resources would not be modified or altered by the Proposed Project, no impacts to historical resources would occur.

Threshold b: Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?

A cultural resource literature review and records search disclosed one known archaeological resource (the Mojave Road) within a 0.25-mile radius around the Project Site. There are no known cultural resources present on the Project Site. Thus, the potential for an impact to previously undisturbed archaeological features is low, however, there is always a potential to reveal buried deposits during construction activities. Should archaeological resources be encountered during grading activities, the Project would be required to comply with existing regulations, including California PRC Section 21083.2, which specifies protocol if archaeological resources are discovered during excavation, grading, or construction activities. With regulatory compliance, any potential archaeological impacts of the Project would be less than significant.

Threshold c: Disturb any human remains, including those interred outside of formal cemeteries?

The Project Site is not a formal cemetery and is not adjacent to a formal cemetery. The nearest cemetery is the Resurrection Cemetery, located at 966 Potrero Grande Drive approximately four miles southeast of the Project Site. Therefore, uncovering or disturbing human remains would be unlikely.

The Project Site is not known to contain human remains interred outside formal cemeteries, nor is it known to be located on a burial ground. In accordance with the Health and Safety Code Section 7050.5 and PRC Section 5097.98, should human remains be discovered during construction, work would immediately stop and the Monterey Park Police Department (MPPD) would be contacted. If the remains were found to be Native American, the MPPD would have 24 hours to notify the NAHC. The NAHC would immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely descendent would have 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. Should the descendent not make recommendations within 48 hours, the owner would reinter the remains in an area of the property secure from further disturbance; or should the owner not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC. Accordingly, with regulatory compliance, impacts to human remains would be less than significant.

ENERGY

Threshold a: **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

The Proposed Project would result in the development of 16 single-family residences. The Proposed Project would consume electricity and natural gas during construction and operation. During construction of the Project, electricity would be required to serve construction trailers, power tools, tool sheds, work and storage areas, and other facilities associated with development activities. Existing off-site infrastructure would not need to expand or be developed to provide electrical service to the Project during construction. Overall, electricity consumption required during construction would be temporary and installation would be completed in accordance with City and provider standards. Therefore, the Project would not result in an increase in demand for electricity during construction that would exceed available distribution infrastructure capabilities and result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Natural gas is not expected to be used on the Project Site during the construction. Natural gas used on-site would therefore be limited to the minor amounts of natural gas released during the installation and upgrade of natural gas facilities.

Project construction would consume energy in the form of petroleum-based fuels associated with use of off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, and delivery and haul truck trips. The Project would utilize approximately 330,882 gallons

of petroleum oil (13,525 gallons of gasoline and 317,358 gallons of diesel) throughout construction. The Project would account for approximately 0.0001% of the projected annual national oil supply in 2021.[5]

As shown in **Table 7.1-1: Project Electricity and Natural Gas Consumption**, the energy usage during operation of the Project (refer to **Appendix C: CalEEMod Outputs** of **Appendix A.3: Initial Study** of this Draft EIR) is anticipated to consume 135,673 kWH/year, which is approximately 0.0006% of the 2018 residential electricity consumption in the County of Los Angeles (County). Additionally, the amount of natural gas the Project is anticipated to consume is 439,593,000 BTU/year, which is approximately 0.0004% of the 2018 residential natural gas consumption in the County.

Table 7.1-1
Project Electricity and Natural Gas Consumption

Consumption Type	Project Consumption[a]	Los Angeles County Residential Consumption (2018)	Percentage Consumed
Electricity	135,673 kWH/year	21,044,973,883 kWH/year	0.0006%
Natural Gas	439,593,000 BTU/year	110,752,055,040,000 BTU/year	0.0004%

Source: California Energy Commission, Electricity Consumption by County, http://www.ecdms.energy.ca.gov/elecbycounty.aspx. Accessed May 2020 and California Energy Commission, Gas Consumption by County, http://www.ecdms.energy.ca.gov/gasbycounty.aspx. Accessed May 2020.

[a] ***Appendix C: CalEEMod Outputs*** *of* ***Appendix A.3: Initial Study*** *of this Draft EIR*

Additionally, the buildings would be designed to meet current code requirements, as they would comply with applicable provisions of Title 24 to the Code of California Regulations and the California Green Building Standards Code (CALGreen) to reduce energy demand.[6] The Project would include energy efficient appliances and comply with these standards. The Project would not result in the wasteful or inefficient use of energy resources. Impacts would be less than significant.

Threshold b: Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

State plans adopted for the purposes of promoting energy efficiency include the California Renewable Portfolio Standard; the Clean Energy and Pollution Reduction Act of 2015; the California Air Resources Board's "In-Use Off- Road Diesel Fueled Fleets Regulation" and "Advanced Clean Cars Program"; California's Energy Efficiency Standards for Residential and Nonresidential Buildings located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24"; and the California

5 330,882 gallons/ 313,805 mg = 0.0001%.

6 California Energy Commission, *2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings (December 2018),* accessed May 2020, https://ww2.energy.ca.gov/2018publications/CEC-400-2018-020/CEC-400-2018-020-CMF.pdf.

Green Building Standards Code, which is Title 24, Part 11 of the California Code of Regulations and commonly referred to as the "CALGreen Code."

The Project would be required to comply with the aforementioned plans including the energy standards in the California's Energy Efficiency Standards found in Title 24, Part 6 and the CALGreen Code.[7] The City prepared the Monterey Park Climate Action Plan (CAP) that outlines a roadmap to reducing community greenhouse gas (GHG) emissions and promoting economic growth based on clean technology and sustainable practices.[8] As described in **Table 7.1-8: Consistency with Monterey Park Climate Action Plan Programs** below, the Project would be consistent with the Climate Action Plan. Therefore, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

GREENHOUSE GAS EMISSIONS

Threshold a: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

CEQA Guidelines section 15064.4 provides that lead agencies have discretion to determine, in the context of a particular project, whether: (1) to use a model or methodology to quantify a project's greenhouse gas emissions; and/or (2) to rely on a qualitative analysis or performance-based standards. CEQA Guidelines section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds.

Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, no basis exists for concluding that the Project's very small and essentially temporary (primarily from construction) increase in emissions could cause a measurable increase in global GHG emissions necessary to force global climate change.

In the absence of any adopted, numeric threshold, this analysis evaluated the significance of the Project's potential GHG emissions consistent with CEQA Guidelines section 15064.4(b)(2). Accordingly, a significant impact would occur if the Project conflicts with the applicable policies and/or regulations outlined in the Monterey Park Climate Action Plan and SCAG's 2016-2040 RTP/SCS.

7 California Energy Commission, *2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings (December 2018),* accessed May 2020, https://ww2.energy.ca.gov/2018publications/CEC-400-2018-020/CEC-400-2018-020-CMF.pdf.

8 City of Monterey Park, *Climate Action Plan*, January 2012.

CalEEMod version 2016.3.2 was used to quantify the Project's GHG emissions. CalEEMod provides a platform to calculate both construction emissions and operational emissions from a land use development project. The following GHG emission sources covered by CalEEMod model include:

- One-time construction emissions associated with grading, utility installation, building, application of architectural coatings (e.g., paint), and paving from emission sources that include both off-road construction equipment and on-road mobile equipment associated with workers and the delivery of construction materials to the Project site. Construction emissions associated with dust control and disposal of waste at landfills were also included.
- Operational emissions associated with the occupancy of development, such as on-road mobile vehicle traffic generated by the land uses; off-road emissions from landscaping equipment; energy (i.e., electricity and natural gas) and water usage in the buildings; vegetation removal; and emissions from emergency generators.

Construction

Construction activity impacts are relatively short in duration; they contribute a relatively small portion of the total lifetime GHG emissions of a project. The combustion of fossil fuels in construction equipment results in GHG emissions of CO_2 and smaller amounts of CH_4 and N_2O. Emissions of GHG would also result from the combustion of fossil fuels from haul trucks and vendor trucks delivering materials, and construction worker vehicles commuting to and from the Project Site. Typically, light-duty and medium-duty automobiles and trucks would be used for worker trips and heavy-duty trucks would be used for vendor trips. The vast majority of motor vehicles used for worker trips rely on gasoline as an energy source while motor vehicles used for vendor trips would primarily rely on diesel as an energy source. In addition, GHG emissions-reduction measures for construction equipment are relatively limited.

Construction assumptions used in the analysis of GHG emissions conservatively assume that the Project would be constructed with the most intensive activities occurring on a daily basis. The total emissions from construction of the Project are shown in **Table 7.1-2: Construction Annual Greenhouse Gas Emissions.** As recommended by SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine annual construction emissions estimate that can be added to the Project's operational emissions) in order to determine the Project's annual GHG emissions inventory.[9] Total GHG emissions from the construction activities are 3,312 $MTCO_2e$. The total GHG emissions were amortized over 30-year project lifetime at 110 $MTCO_2e$ per year.

9 SCAQMD Governing Board Agenda Item 31, December 8, 2008. http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2

Table 7.1-2
Construction Annual Greenhouse Gas Emissions

Year	$MTCO_2e$
2021	1,392
2022	589
2023	422
2024	245
2025	266
2026	265
2027	133
Overall Total	**3,312**
30-Year Annual Amortized Rate	**110**

_____
Note: Totals in table may not appear to add exactly due to rounding in the computer model calculations.
MTCO2e = metric tons of carbon dioxide equivalent

Operation

Emissions from mobile and area sources and indirect emissions from energy and water use, wastewater, as well as waste management would occur every year after buildout. This section addresses operational GHG emissions.

Area Sources

The area source GHG emissions included in this analysis result primarily from natural gas fireplaces with additional emissions from landscaping-related fuel combustion sources, such as lawn mowers. GHG emission due to natural gas combustion in buildings other than from fireplaces are excluded from area sources since they are included in the emissions associated with building energy use.

The GHG emissions for the Project were calculated using CalEEMod. All fireplaces were assumed to be natural gas burning, based on SCAQMD Rule 445. CalEEMod defaults were used for landscape maintenance emissions. Area source emissions are shown in **Table 7.1-3: Area Source Greenhouse Gas Emissions**. As shown in **Table 7.1-3**, Project emissions would result in approximately 4 $MTCO_2$ per year from area sources.

Table 7.1-3
Area Source Greenhouse Gas Emissions

Source	Unmitigated MTCO2e per year
Architectural Coating	0
Consumer Products	0
Hearth	3
Landscaping	<1
Total	**4**

Source: ***Appendix C: CalEEMod Outputs*** *of* ***Appendix A.3: Initial Study*** *of this Draft EIR*

Energy Sources

GHGs are emitted as a result of activities in buildings when electricity and natural gas are used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere. When this occurs in a building, it is a direct emission source associated with that building. GHGs are also emitted during the generation of electricity from fossil fuels. When electricity is used in a building, the electricity generation typically takes place off-site at the power plant; electricity use in a building generally causes emission in an indirect manner.

Estimated emissions from the combustion of natural gas and other fuels from the implementation of the Project are calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the energy usage by applicable emissions factors chosen by the utility company. GHG emissions from electricity use are directly dependent on the electricity utility provider. In this case, GHG intensity factors for Southern California Edison were selected in CalEEMod. Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building, such as plug-in appliances. CalEEMod calculates energy use from systems covered by Title 24 (e.g., heating, ventilation, and air conditioning [HVAC] system, water heating system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24 or lighting.

Energy source emissions are shown in **Table 7.1-4: Energy Source Greenhouse Gas Emissions**. As shown in **Table 7.1-4**, the Project would result in 43 $MTCO_2e$ per year for electricity and 24 $MTCO_2e$ per year for natural gas. Therefore, the total energy source emissions for the Project would be 67 $MTCO_2e$ per year.

Table 7.1-4
Energy Source Greenhouse Gas Emissions

Land Use	Electricity Unmitigated $MTCO_2e$ per year	Natural Gas Unmitigated $MTCO_2e$ per year
Parking Lot	1	0
Single Family Housing	42	24
Total	**43**	**24**

*Source: **Appendix C: CalEEMod Outputs** of **Appendix A.3: Initial Study** of this Draft EIR*
Notes: Parking included for off-street parking associated with the Project.

Mobile Sources Emissions

Vehicle trips generated by growth within the Project Site vicinity would result in operational emissions through the combustion of fossil fuels. CO_2 emissions were determined based on the trip rate from the Traffic Study.[10] Specifically, each single-family home would generate 9.44 vehicle trips per day. The City is served by multiple transit operators, with the Metro Transit Bus Stop 70 located adjacent to the Project Site. The Project's mobile source emissions would result in 188 $MTCO_2e$ per year (see **Appendix C: CalEEMod Outputs** of **Appendix A.3: Initial Study** of this Draft EIR).

Solid Waste Emissions

Solid waste generation and associated emissions are calculated based on the square footage of the Project Area, using default data found in CalEEMod for the proposed land uses. Disposal of organic waste in landfills can lead to the generation of CH_4, a potent GHG. By generating solid waste, the Project would contribute to the emission of fugitive CH_4 from landfills, as well as CO_2 and N_2O from the operation of trash collection vehicles. As shown in **Table 7.1-5: Solid Waste Source Greenhouse Gas Emissions**, GHG emissions resulting from solid waste would be 9 $MTCO_2$ per year.

Table 7.1-5
Solid Waste Source Greenhouse Gas Emissions

Land Use	Unmitigated $MTCO_2e$ per year
Single Family Housing	9
Total	**9**

*Source: **Appendix C: CalEEMod Outputs** of **Appendix A.3: Initial Study** of this Draft EIR*

10 Ganddini Group Inc., 1688 West Garvey Avenue Project Traffic Analysis, April 30, 2020.

Water Consumption and Wastewater Emissions

California's water conveyance system is energy intensive, with electricity used to pump and treat water. The Project would result in indirect GHG emissions due to water consumption and wastewater generation. Water consumption and wastewater generation, and their associated emissions, are calculated based on the square footage of the Project Site, using CalEEMod data. As shown in **Table 7.1-6: Water Source Greenhouse Gas Emissions**, the Project's water, and wastewater GHG emissions would be 8 $MTCO_2$ per year.

Table 7.1-6
Water Source Greenhouse Gas Emissions

Land Use	Unmitigated MTCO2e per year
Single Family Housing	8
Total	**8**

*Source: **Appendix C: CalEEMod Outputs** of **Appendix A.3: Initial Study** of this Draft EIR*
Note: Entire site used for calculations.

Total Emissions

As shown in **Table 7.1-7: Operational Greenhouse Gas Emissions,** the Project would result in a total of 386 $MTCO_2e$ per year. It is important to note, the Project would incorporate energy and water efficiency design features to enhance efficiency in all aspects of the buildings' life cycle. These designs would increase the buildings' energy efficiency, water efficiency, and overall sustainability. The Project would meet Title 24 energy requirements consistent with residential features. No additional mitigation regarding Title 24 standards was included in the greenhouse gas emission calculations for the Project.

Table 7.1-7
Operational Greenhouse Gas Emissions

Source	Unmitigated $MTCO_2e$ per year
Construction (amortized)	110
Area	4
Energy	67
Mobile (trips)	188
Waste	9
Water	8
Total	**386**

*Source: **Appendix C: CalEEMod Outputs** of **Appendix A.3: Initial Study** of this Draft EIR*
Note: Abbreviation: $MTCO_2e$ = metric tons of carbon dioxide emissions.

The City's CAP outlines a roadmap to reducing community GHG emissions and promoting economic growth based on clean technology and sustainable practices.[11] As described below, the Project would be consistent with the City's goals and actions to further reduce the generation and emission of GHGs from both public and private activities pursuant to the applicable portions of the Climate Action Plan. Accordingly, impacts would be less than significant.

Threshold b: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As discussed above, currently neither the State nor the City established CEQA significance thresholds for GHG emissions. CAPCOA suggests making significance determinations on a case-by-case basis when no significance thresholds have been formally adopted by a lead agency.

The City adopted a CAP in January 2012 as a comprehensive strategy to address GHG emissions related to land use patterns, transportation, building design, energy use, water demand, and waste generation. The CAP moves from business-as-usual growth and current development practices to a more sustainable model of growth and development. The CAP is designed to support California's climate change objectives and emissions-reduction goals by achieving a "fair share" reduction in GHG emissions. The CAP includes the following five categories of GHG reduction strategies: (1) building efficiency; (2) increased renewable energy generation; (3) land use; (4) transportation; and (5) water conservation/waste disposal. Project consistency with the applicable CAP programs is summarized in **Table 7.1-8: Consistency with Monterey Park Climate Action Plan Programs**.

Table 7.1-8
Consistency with Monterey Park Climate Action Plan Programs

Program	Description	Consistency
Building Efficiency Measures		
E1. Efficiency Requirements for New Development	The City, in coordination with the California Building Standards Commission and the California Energy Commission, will adopt energy efficiency regulations for new construction projects that comply with the 2008 California Green Building Code Tier 1 energy efficiency standards. The Tier 1 energy efficiency standards require a building's energy performance to exceed Title 24 standards by 15% for	**Consistent.** The Project would utilize energy efficiency measures including EnergyStar appliances, EnergyStar utilities for energy efficient lighting, and the HVAC systems would be designed in compliance with CalGreen Code to maximize energy efficiency cause by heat loss and gain and would comply with the 2019 Title 24 standard requirements for energy efficiency, which exceed those of

11 City of Monterey Park, *Climate Action Plan,* January 2012.

Program	Description	Consistency
	both residential and nonresidential development.	the 2008 Title 24 specifications that the CAP requires in Measure E1.
E3. Appliance Upgrades	The City will partner with Southern California Edison, the Southern California Gas Company, and the Metropolitan Water District to provide to increase awareness about rebate and incentive programs, the efficiencies that may be gained from Energy-Star-rated appliances, and the cost savings associated with Energy Star appliances.	**Consistent.** The Project would utilize energy efficiency measures including utilizing EnergyStar appliances and would comply with the 2019 Title 24 standard requirements for energy efficiency.
E4. Smart Meters	Emerging energy management systems or Smart Meters are currently being stalled by Southern California Edison as a means to improve how electricity consumption is managed. These Smart Meters will eventually provide utility customers with access to detailed and instantaneous energy use and cost information, new pricing programs based on peak-energy demand, and the ability to program home appliances and devices to respond to cost, comfort, and convenience.	**Consistent.** The Project's utility provider would be Southern California Edison, which would install smart meters upon development.
Transportation Measures		
T1.1. Lower Cost of Riding Transit	The City currently provides discounts to older adults on the purchase of transit passes, which are accepted locally and by regional transit providers. Pending funding availability, the City will expand the program to provide discounts to resident, such as students, or increase the subsidy in order to further promote transit use. City-wide VMT could be reduced 1 percent by 2020.	**Consistent.** The cost of riding transit is a citywide objective, but the Project would support its implementation because the Project would be located immediately adjacent to Metro Transit Bus Stop 70 on West Garvey Avenue, thus promoting alternative modes of travel.
T1.2. Promote Use of Transit Network	The majority of the City's residents work outside of Monterey Park and most of those working in the City from other areas. The City will develop marketing or outreach programs to promote increased use of the Spirit Bus and other transit options. The potential VMT reduction with the implementation of this measure is 1 percent by 2020.	**Consistent.** The Project would be located immediately adjacent to Metro Transit Bus Stop 70 on West Garvey Avenue, thus promoting alternatives modes of travel.

Program	Description	Consistency
Water Conservation and Waste Reduction Measures		
W1. Conserving Water	The City, in partnership with the San Gabriel Valley Water District, will continue to develop pilot or demonstration projects related to water conservation. The City will continue to work with the San Gabriel Valley Water District to complete irrigation and revegetation of medians throughout Monterey Park with water-efficient irrigation equipment and native vegetation.	**Consistent.** The Project would include design features to support water conservation, including the use of low-flow appliances and water-efficient landscaping.
W2. Reducing Waste	This program allows the City to meet the 50 percent landfill diversion mandate required by State law while providing a service to residents and businesses. In addition to the Materials Recovery Facility (MRF) program, the City has additional waste diversion and recycling programs, ranging from backyard composting/smart gardening workshops to participation in County-wide Household Hazardous Waste collection events.	**Consistent.** The Project would be served by a solid waste collection and recycling service that may include mixed waste processing, and that yields waste diversion results comparable to source separation and consistent with citywide recycling targets.

Source: City of Monterey Park Climate Action Plan.

Consistency with SCAG 2016 RTP/SCS

The Project would be consistent with SCAG's 2016 RTP/SCS. The 2016 RTP/SCS focuses on reducing fossil fuel use by decreasing VMT, reducing building energy use, and increasing use of renewable sources. The Project would be consistent with the energy efficiency policies emphasized in the 2016 RTP/SCS. Specifically, the Project would comply with applicable provisions of Title 24 and CALGreen to reduce energy demand and consumption of fossil fuels. Moreover, the Project Site would be located immediately adjacent to Metro Transit Bus Stop 70 on West Garvey Avenue, thus promoting alternative modes of travel which reduce VMT.

As discussed in **Section 5.2: Air Quality** of this Draft EIR, projects that are consistent with the population forecasts identified in the Growth Management chapter of the 2016 RTP/SCS form the basis of the land use and transportation control portions of the AQMP. According to SCAG, Monterey Park had a 2018

population of 62,240.[12] The population projections used to estimate emissions in the 2016 AQMP for year 2040 estimated a population of 65,000 by the year 2040. The Project would provide housing for approximately 49 persons and would yield less than one percent of the estimated increase in population under the conservative assumption that all 49 residents would be new residents of the City. Accordingly, the Project would be consistent with the planned land uses and employment growth for Monterey Park and would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant.

HAZARDS AND HAZARDOUS MATERIALS

Threshold a: **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Construction activities would involve the use of typical materials, such as vehicle fuels, paints, oils, transmission fluids, and solvents. The types and amounts of hazardous materials that would be used in connection with occupancy of the 16 proposed residences would be typical of residential uses, such as cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products used in normal vehicles operations. These substances can be hazardous in high concentrations; however, the routine and proper use of these standard construction and household products would not result in significant hazards due to small quantities of use. Impacts would be less than significant.

The proposed residential uses would not include the routine transportation, storage, production, use, or disposal of hazardous materials, or the use of pressurized tanks. Like the existing residential uses surrounding the Project Site, the types and amounts of hazardous materials that would be used would include typical household products (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products). The routine use and disposal of normal household products would not create a significant hazard to the public or the environment. Accordingly, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

Threshold b: **Create 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 Project Site was previously approved for residential development and grading and site improvements were completed on a previously undisturbed site. According to the GeoTracker, State Water Resources

12 Southern California Association of Governments, *Local Profiles Report 2019: Profile of the City of Monterey Park* (May 2019), accessed February 2020, https://www.scag.ca.gov/Documents/MontereyPark.pdf.

Control Board (SWRCB)[13] and EnviroStor, Department of Toxic Substances Control (DTSC)[14] databases there are no active or former hazardous wastes or solid waste disposal sites on the Project Site. Should discovery of hazardous materials occur, compliance with fire regulations in the MPMC, DTSC, SWRCB and other agencies would reduce any impacts to be less than significant. Accordingly, implementation of the proposed residential development would not create or exacerbate a hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

Threshold c: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The school nearest to the Project Site, Saint Thomas More School, is approximately 0.10 mile to the north. However, as discussed previously, any hazardous materials used by the Project during construction would comply with all necessary regulations and would be typical of the surrounding residential neighborhood after the proposed residences are occupied. Accordingly, impacts to existing or proposed schools would be less than significant.

Threshold d: Be located on a site which is included on a list of hazardous materials 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?

Government Code Section 65962.5 refers specifically to a list of hazardous waste facilities compiled by the DTSC.[15] The Project Site is not included on the DTSC's hazardous waste facilities list.[16] Accordingly, the implementation of the Project would be located on a site which is included on a list of hazardous materials 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. Impacts would be less than significant.

13 State Water Resources Control Board (SWRCB), GeoTracker, http://geotracker.waterboards.ca.gov/, accessed on March 5, 2020.

14 California Department of Toxic Substances and Control (DTSC), EnviroStor, http://www.envirostor.dtsc.ca.gov/public/, accessed on March 5, 2020.

15 CalEPA, *Cortese List: Section 65962.5(a),* https://www.calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/, accessed on March 5, 2020.

16 Department of Toxic Substances Control, *Hazardous Waste and Substance Site List* (CORTESE) http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm, accessed on March 5, 2020.

Threshold e: **For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

There are no public airports within two miles of the Project Site. The nearest airport, El Monte Airport, is approximately 8.8 miles northeast. Accordingly, the implementation of the proposed housing development would not present a safety hazard to aircraft and/or airport operations at a public airport. No impacts would occur.

Threshold f: **Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?**

The City participates in the Standardized Emergency Management System (SEMS) that provides a framework for coordinating multiagency emergency responses. The City's SEMS incorporates mutual aid agreements, establishes lines of communication during emergencies, and standardizes incident command structures.[17] The SEMS prepares City staff to react quickly and specifically to any hazardous materials accident, with the MPFD leading the response team. The SEMS includes provisions for the MPFD to maintain records of all hazardous materials stored and used at businesses in the community, thus ensuring appropriate response to any individual incident.[18]

Primary local street access to the Project is provided by West Garvey Avenue, which is a two-way street with two lanes travelling in both the east and west direction. This street is a designated truck route and is classified as a Minor Arterial by the City.[19] Although construction activities may result in temporary road closures, under California Fire Code Section 503, as adopted by the MPMC, approved site plans and pre-construction plans for new developments must be approved by the MPFD to ensure adequate access is provided and maintained.[20] Accordingly, impacts to emergency response and evacuation plans would be less than significant.

Threshold g: **Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

The Project Site is in an urbanized area in the City. The Project Site is not located adjacent to, or near wildlands. No impacts would occur.

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17 City of Monterey Park, *General Plan: Safety & Community Services Element,* http://www.montereypark.ca.gov/467/Related-Plans-Programs, accessed March 5, 2020.

18 City of Monterey Park, *General Plan: Safety & Community Services Element*, http://www.montereypark.ca.gov/490/Hazardous-Materials, accessed March 5, 2020.

19 *Monterey Park General Plan*, Figure C-2, Master Circulation Plan, July 2001.

20 *Monterey Park Fire Department, Guidelines for Fire Department Access*, November 7, 2013.

HYDROLOGY AND WATER QUALITY

Threshold a: **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**

A project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or would cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body.

The Project would connect to the existing wastewater infrastructure in the City and ultimately be treated at a wastewater treatment plant. Furthermore, the Project would comply with all surface water quality regulations issued by the Los Angeles Regional Water Quality Control Board (LARWQCB) and contained in the City of MPMC.

The following is a discussion of the potential impacts to water quality from construction of the Project and occupancy of the proposed residences.

Construction Impacts

Project-related construction activities could potentially violate applicable water quality standards if best management practices are not implemented. Discharges from construction sites that could affect stormwater, including soil and sediment entering stormwater or carried off site by wind, would be regulated by the Statewide General Construction Permit issued by the State Water Resources Control Board.[21]

The NPDES Construction General Permit (CGP) must be obtained before the City issues grading and/or building permits. The CGP permit must then be retained on-site and must be shown to an authorized enforcement officer upon request. In addition, as the Project is greater than one acre, a Stormwater Pollution Prevention Plan (SWPPP) is also required before the City issues a grading permit.[22] This SWPPP would include plans to implement best management practices (BMPs) designed to prevent the discharge of pollutants, erosion, and siltation during the Project's construction phase. With regulatory compliance, any potential impacts to water quality and waste discharge requirements from the Project during construction would be less than significant.

21 State Water Resources Control Board (SWRCB), *2009-0009-DWQ Construction General Permit Fact Sheet,* https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/wqo_2009_0009_factsheet.pdf accessed May 2020.

22 *City of Monterey Park Municipal Code, 6.30.050* "Control of pollutants for construction and new development." http://qcode.us/codes/montereypark/?view=desktop&topic=6-6_31-6_31_020, accessed March 5, 2020.

Operation Impacts

The Project includes development of 16 single-family residences on a hillside. The Project would include installation of a post construction catch basin with a filter insert located toward the bottom of the private access road. The stormwater would feed into a filter, then travel under the sidewalk and discharge onto West Garvey Avenue. Additionally, LA RWQCB regulations require the preparation and implementation of a Standard Urban Stormwater Mitigation Plan (SUSMP).[23] The SUSMP would effectively prohibit non-storm water discharges, and reduce the discharge of pollutants from storm water conveyance systems.[24] Therefore, with regulatory compliance, operation-related impacts to water quality and waste discharge requirements would be less than significant.

Threshold b: **Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impeded sustainable groundwater management of the basin?**

The City's Water System receives its water supply from local groundwater. The water is produced by 12 City-owned wells with a total capacity of 20 million gallons per day (mgd). On average, 65% of the water used each year is supplied from local rainfall; the other 35% is imported from northern California and then percolated into the groundwater aquifers. The water is imported by the San Gabriel Valley Municipal Water District, a public agency, of which the City is a member. The Monterey Park Water System supplies an average of 10 mgd to its customers.[25]

According to the City of Monterey Park 2015 Urban Water Management Plan (UWMP), the City's actual water use rate during Fiscal Year 2014-15 was 134 gallons per capita per day.[26] Given that the Project would result in a population increase of 49 residents (see discussion in **Population** below), the Project would require an average of 4,657 gallons per day (see **Appendix C: CalEEMod Outputs** of **Appendix A.3: Initial Study** of this Draft EIR) of water, or 5.22 acre-feet per year. The UWMP states that during an average year (2010) available supplies were 8,686 acre-feet. The Project would account for approximately 0.06 percent of the total supplies during an average year. Accordingly, groundwater demanded by the Project would be incremental and would not result in depleting existing groundwater supplies. By year 2030 there would be 10,265 acre-feet of reasonably available groundwater supply volume in the City.[27] Impacts would be less than significant.

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23 Los Angeles Regional Water Quality Control Board, *Standard Urban Storm Water Mitigation Plan for Los Angeles County and Cities in Los Angeles County,* http://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/susmp/susmp_rbfinal.pdf, accessed March 5, 2020.

24 Ibid.

25 City of Monterey Park, *Water FAQs*, http://www.montereypark.ca.gov/faq.aspx?TID=21, accessed March 5, 2020.

26 *City of Monterey Park 2015 Urban Water Management Plan,* http://www.montereypark.ca.gov/DocumentCenter/Home/View/5763, accessed March 5, 2020.

27 *City of Monterey Park 2015 Urban Water Management Plan,* http://www.montereypark.ca.gov/DocumentCenter/Home/View/5763, accessed March 5, 2020.

Threshold c: **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:**

i. result in substantial erosion or siltation on- or off-site?

Regulatory measures and agencies such as MPMC § 6.30.050 and the LA RWQCB address on-site drainage through their permit programs. These permits require measures to minimize or prevent erosion and reduce the volume of sediments and pollutants in a project's runoff and discharges based upon the size of the project site, as discussed under **Threshold a** above.

Additionally, the Project Site is located in an urbanized area, and no streams or river courses are located on or near the Project Site. The Project would include the construction of several retaining walls which would assist in the prevention of erosion. Accordingly, the Project would not substantially alter the drainage pattern of the Project Site or area in a manner that would result in erosion, or siltation on or off the Project Site. Impacts would be less than significant.

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Regulatory measures and agencies such as MPMC § 6.30.050 and LA RWQCB govern on-site drainage through their permit programs. Drainage controls to prevent runoff from leaving the Project Site must be utilized as required by the NPDES permit, SWPPP, SUSMP, and other applicable permits and plans. These controls may include, without limitation, the following: detention ponds, sediment ponds or infiltration pits; dikes, filter berms or ditches; and downdrains, chutes or flumes.[28]

Furthermore, the Project Site is located in an urbanized area, and no streams or river courses are located on or near the Project Site. Therefore, the Project would not result in a significant increase on Project Site runoff, or any changes in the local drainage patterns, which would result in flooding on or off the Project Site. Impacts would be less than significant.

iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Under the NPDES stormwater permit issued to the County of Los Angeles and the City, the Project would be required to incorporate measures to minimize pollutant levels in stormwater runoff.[29] The Project

28 *Monterey Park Municipal Code § 6.30.050* "Control of pollutants for construction and new development." http://qcode.us/codes/montereypark/?view=desktop&topic=6-6_31-6_31_020, accessed March 5, 2020.

29 City of Monterey Park, *General Plan: Resources Element*, http://www.montereypark.ca.gov/512/Related-Plans-Programs, accessed March 5, 2020.

would include installation of a catch basin with a filter insert located toward the bottom of the private access road. The stormwater would feed into a filter, then travel under the sidewalk and discharge onto West Garvey Avenue. Additionally, as discussed in **Threshold c.ii.** above, permits and plans including the NPDES stormwater permit, SWPPP, and SUSMP, require drainage controls to prevent runoff from leaving the Project Site. Accordingly, with regulatory compliance, the Project would not create or contribute runoff water that would exceed the capacity of storm water drainage systems or provide substantial additional sources of pollution. Impacts would be less than significant.

iv. impede or redirect flood flows?

The existing drainage pattern would be improved as part of the Project to redirect stormwater away from buildings and doorways on the Project Site and the private parcel east of the Project Site. According to the *Monterey Park General Plan*, the Project Site is located outside of all potential flood inundation areas.[30] As discussed in **Threshold a** above, during Project construction activities, BMPs for minimizing soil erosion would be implemented. Impacts would be less than significant.

Threshold d: In flood hazard, tsunami, or seiche zones, risk release of pollutants dues to project inundation?

According to the Federal Emergency Management Agency (FEMA) flood insurance rate map, the Project Site is not located within a designated flood zone (FEMA FIRM Map # 06037C1645F).[31] The flood hazards identified in the area involve Garvey Reservoir and the Laguna Basin. In the unlikely event of a conjectured catastrophic failure at Garvey Reservoir, properties to the north and south could be flooded. Failure of the north dam would create two flood zones, the undeveloped valley immediately east of the reservoir and properties to the north roughly between Alhambra and New Avenues to Garvey Avenue. If the south dam failed, the residential neighborhoods below and areas along the north side of the Pomona Freeway and near freeway under crossings would be affected. For the Laguna Basin, the inundation area is limited to the interchange of Long Beach Freeway (Interstate 710) and San Bernardino Freeway (Interstate 10). The nearest inundation area is 1.6 miles southeast of the Project Site. Thus, private property within the City, including the Project Site, is not threatened by this hazard.[32]

According to the Monterey Park General Plan, the Project Site is located outside of all potential inundation areas.[33] Additionally, the Project Site is also over 22 miles from the nearest ocean, the source of a potential

30 City of Monterey Park, *General Plan: Safety & Community Services Element,* Figure SCS-4: Flood Inundation Areas http://www.montereypark.ca.gov/DocumentCenter/View/5750, accessed March 5, 2020.

31 Federal Emergency Management Agency, *Flood Insurance Rate Map # 06037C1645F,* effective September 26, 2008; http://fema.maps.arcgis.com/home/webmap/viewer.html?webmap=cbe088e7c8704464aa0fc34eb99e7f30&extent=-118.15863939709469,34.0, accessed March 5, 2020.

32 City of Monterey Park, *General Plan: Safety & Community Services Element,* http://www.montereypark.ca.gov/475/Flood-Dam-Inundation-Hazards, accessed March 5, 2020.

33 City of Monterey Park, *General Plan: Safety & Community Services Element,* Figure SCS-4: Flood Inundation Areas http://www.montereypark.ca.gov/DocumentCenter/View/5750, accessed March 5, 2020.

tsunami. Furthermore, the Project Site is surrounded by urban development and on the crest of a hillside, away from areas which might be sources of mudflow. Accordingly, implementation of the Project would not expose people or structures to significant risk involving inundation by water or mudflow. Impacts would be less than significant.

Threshold e: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Project does not involve the introduction of new activities or features that could be sources of contaminants that would degrade groundwater quality. Moreover, the implementation of BMPs and compliance with all federal, State, and local regulations governing stormwater discharge would reduce the impacts of the Project on surrounding water quality, the primary purpose of which is to ensure that development projects manage runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of storm water flows.

The Sustainable Groundwater Management Act (SGMA) requires the California Department of Water Resources (DWR) to establish initial groundwater basin priorities for the basins identified and defined in DWRs Bulletin 118[34]. Monterey Park's water supply comes from City owned production wells located outside the city limits. These wells are in the Main San Gabriel Groundwater Basin.[35] SGMA identifies the San Gabriel Main Basin as being exempt from establishing a Groundwater Management Plan (GMP).[36] The Project would not conflict with or obstruct implementation of any plans. Impacts would be less than significant.

MINERAL RESOURCES

Threshold 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?

No active or abandoned oil or gas wells are located within the Project Site.[37] Also, the Project Site is not located within a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities.[38] The Project Site is located within Mineral Resource Zone 1 (MRZ-1) which is defined as areas of no mineral resource significance.[39] Accordingly, the Project would not result

34 https://water.ca.gov/Programs/Groundwater-Management/Bulletin-118
35 City of Monterey Park, *Water Quality Report,* https://www.montereypark.ca.gov/622/Water-Quality-Report. Accessed May 2020.
36 City of Monterey Park, *2015 Urban Water Management Plan,* August 2016.
37 California Department of Conservation, *Well Finder*, https://maps.conservation.ca.gov/doggr/wellfinder/#close. Accessed March 2020.
38 California Department of Conservation, *Mineral Land Classification,* https://www.conservation.ca.gov/cgs/minerals/mineral-land-classification-smara. Accessed March 2020.
39 California Department of Conservation, *Mineral Land Classification*, https://www.conservation.ca.gov/cgs/minerals/mineral-land-classification-smara. Accessed March 2020.

in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State, and no impacts would occur.

Threshold b: **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

There are no mineral, oil, or energy extraction and/or generation activities located within the Project Site. Review of the maps provided by the State Department of Conservation indicated that there are no oil wells located within the Project Site and the Site is located within Mineral Resource Zone 1 (MRZ-1) which is defined as areas of no mineral resource significance.[40] Additionally, the Project's implementation would not include any materials that are considered rare or unique. Thus, the Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, and no impacts would occur

POPULATION AND HOUSING

Threshold a: **Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

SCAG forecasts the regional growth for the area and is used as a key guide for developing regional plans and strategies mandated by federal and State governments. SCAG adopted the 2016-2040 RTP/SCS in 2016. According to SCAG, Monterey Park had a 2018 population of 62,240; the City is within the County of Los Angeles, with a 2018 population of 10,283,729.[41] Based on the DOF current average household size of 3.05 persons.[42] The 16 single-family units proposed would add approximately 49 new residents to the City. This increase does not represent a substantial increase in the population of the area. The overall increase in housing units and population would be consistent with the SCAG forecast. SCAG forecasts that the population in the City of Monterey Park will increase to 65,000 persons and 21,500 households by 2040. As shown in **Table 7.1-9: SCAG's 2016-2040 RTP/SCS Forecast for the City of Monterey Park**, the forecast from 2012 through 2040 projects growth of 3,700 additional persons and 1,300 households, which yields a 5.69 percent population growth rate and 6.05 percent household growth rate, respectively.

40 California Department of Conservation, *Well Finder,* https://maps.conservation.ca.gov/doggr/wellfinder/#close. Accessed March 2020.

41 Southern California Association of Governments, *Local Profiles Report 2019: Profile of the City of Monterey Park (May 2019)*, accessed February 2020, https://www.scag.ca.gov/Documents/MontereyPark.pdf.

42 California Department of Finance, *Report E-5: Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011–2019, with 2010 Benchmark,* accessed February 2020, available at http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/.

Table 7.1-9
SCAG's 2016–2040 RTP/SCS Forecast for the City of Monterey Park

Projection Year	Population	Household	Person/Household
2012	61,300	20,200	3.03
2040	65,000	21,500	3.02
Net Change from 2012 to 2040	*3,700*	*1,300*	*(0.1)*
Percent Change	**5.69**	**6.05**	**(0.33)**

Source: SCAG, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (adopted 2016) Table 11 Jurisdictional Forecast 2040 in the Demographics & Growth Forecast Appendix.

The Department of Finance (DOF) estimated the January 2019 population of the City to be 61,828 residents. [43] The Proposed Project includes development of 16 single-family homes and, resulting in a direct population increase of approximately 49 residents, based on the 2019 estimate for persons per household.

This increase of 49 residents, would yield a 1.5 percent increase from the January 2019 DOF estimates and the 2040 SCAG estimates, and would be within the SCAG forecast of 3,700 additional residents in the City between 2012 and 2040. Additionally, the increase of 16 additional households would be within the SCAG forecast of 1,300 additional household in the City between 2012 and 2040. The Project would be consistent with the growth forecasts for population and housing, and accordingly, would not induce substantial unplanned population growth. Impacts would be less than significant.

Threshold b: **Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

The Proposed Project would include development of 16 single-family homes on an unimproved parcel and would not displace a substantial number of existing housing. No impacts would occur.

PUBLIC SERVICES

Threshold a: **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:**

43 Department of Finance, *E-1 Population Estimates for Cities, Counties, and the State – January 1, 2018 and 2019,* http://dof.ca.gov/Forecasting/Demographics/Estimates/E-1/, accessed February 2020.

i. Fire Protection

The City is served by the Monterey Park Fire Department (MPFD) which operates three fire stations[44]:

- *Monterey Park Station 61*: located at 350 West Newmark Avenue, approximately 1.3 miles east of the Project Site; this station houses Quint 61, Engine 61, and Rescue Ambulance 61.
- *Monterey Park Station 62*: located at 2001 South Garfield Avenue, approximately 2.7 miles southeast of the Project Site; this station houses Engine 62, and Rescue Ambulance 62.
- *Monterey Park Station 63*: located at 704 Monterey Pass Road is the nearest to the Project Site, approximately one mile southwest; this station houses Engine 63.

These stations allow for an average response time of five minutes. This level of protection has allowed the City over the years to receive a very high rating from the Insurance Services Organization (ISO). Historically, the City's ISO rating has been three (on a one to ten scale, with one representing the highest rating).[45] The average response time for "fire calls" was 5.01 minutes and 4.37 minutes for emergency service calls in Fiscal Year 2012-2013.[46]

Goal 11, Policy 11.1 of the General Plan states that the City's acceptable response time is considered five- to six-minute fire response time citywide.[47]

The Project includes development of 16 single-family residences, resulting in an increase in population of approximately 49 residents. The current response time is less than what is considered an acceptable average response time. Any additional service calls generated by the Project would be incremental and would not cause a significant increase in MPFD emergency response times and response times would remain at an acceptable level.

All future development would be subject to the requirements of the Title 17 Fire Code within the MPMC to ensure that public safety is considered and addressed. Complying with the MPMC and based on the existing services provided by the MPFD, the Project would not require the construction of new or physically altered fire protection facilities. Impacts would be less than significant.

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44 City of Monterey Park, "Stations and Apparatus," http://www.montereypark.ca.gov/140/Stations-Apparatus, accessed February 13, 2020.

45 City of Monterey Park, *Safety and Community Services Element, Fire & Police Protection,* http://www.montereypark.ca.gov/494/Fire-Police-Protection, accessed on March 5, 2020.

46 City of Monterey Park, *Emergency Operations*, http://www.montereypark.ca.gov/138/Operations, accessed on March 5, 2020.

47 City of Monterey Park, *Safety and Community Services Element, Fire & Police Protection,* http://www.montereypark.ca.gov/494/Fire-Police-Protection, accessed on May 29, 2020.

ii. Police Protection.

The City is served by the Monterey Park Police Department (MPPD). The MPPD operates out of City Hall, 320 West Newmark Avenue, approximately 1.3 miles southeast of the Project Site, approximately four minutes from the Project Site. The MPPD is a full-service police agency with 75 sworn police officers and 44 civilian personnel supported by over 80 community volunteers through the police reserves, emergency communications, citizen patrol, explorer programs, and other civilian volunteers. [48]

The Project includes development of 16 single-family residences, resulting in an increase in population of approximately 49 residents. The Project would generate calls typical of the surrounding residential neighborhood. The Monterey Park General Plan does not state any acceptable response times for the police department. However, given the distance from the Project as well as the small increase in number of additionally residents, any additional service calls generated by the Project would be incremental and would not cause a significant increase to the current MPPD response times. Implementation of the Project would not require the construction of new of physically altered police facilities. Impacts would be less than significant.

iii. Schools

The Project Site is served by the Alhambra Unified School District and Garvey Elementary School District. For new constructions or additions, a School Development Fee must be paid at the school district's office before a building permit can be issued.[49] The payment of these fees would reduce the potential impacts to levels considered less than significant. The Project Applicant would be required to pay applicable school fees pursuant to Government Code Section 65995, which are deemed by law to be full and complete mitigation of impacts. Impacts would be less than significant.

iv. Parks

Three parks within the City are located within two miles of the Project Site:

- *Highlands Park*: located at 400 Casuda Canyon Drive, approximately 1.3 miles southwest of the Project Site.
- *Barnes Park*: located at 350 South McPherrin Avenue, approximately 1.3 miles southeast of the Project Site.
- *Sequoia Park*: located at 750 Ridgecrest Street, approximately 1.4 miles south of the Project Site.

48 City of Monterey Park, *Police: Our Department*, http://www.montereypark.ca.gov/393/Police, accessed on May 2020.

49 City of Monterey Park, *Building Permits, Fees Paid to Other Agencies,* http://www.montereypark.ca.gov/193/Fees-Paid-to-Other-Agencies, accessed on March 5, 2020.

The Monterey Park General Plan does not identify any park planning standards of park acreage for the number of residents. However, an acceptable amount of parkland is typically calculated by number of acres of parkland per 1,000 residents. In the year 2000 the City had approximately 1.77 park acres per 1,000 residents with a baseline population of 61,000. As mentioned above, according to SCAG, Monterey Park had a 2018 population of 62,240. The Project includes development of 16 single-family residences, resulting in an increase in population of approximately 49 residents. The increase of 49 residents would not significantly alter the number of acres per 1,000 residents. Demand on park services would be incremental and would not require the construction of new of physically altered facilities. Impacts would be less than significant.

v. Other public services

Other public services that could potentially be impacted by the Project include public libraries. The City is served by the Monterey Park Bruggmeyer Library, located at 318 South Ramona Avenue, approximately 1.4 miles east of the Project Site.

The Project includes development of 16 single-family residences, resulting in an increase in population of approximately 49 residents. As mentioned above, according to SCAG, Monterey Park had a 2018 population of 62,240. The projected resident population for the Project represents a relatively small change in the population of the City and, for this reason, the Project would not require new or physically altered libraries. Therefore, impacts would be less than significant.

RECREATION

Threshold 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?**

The City's Parks and Recreation Department is responsible for the maintenance and operation of the City's public parks and recreational facilities.[50] Local parks and recreational services operated by the City include the following:

- *Barnes Park:* located at 350 South McPherrin Avenue and includes approximately 17 acres. Improvements located within this park include a community center, basketball gym, a memorial bowl, a sheltered picnic pavilion, an Olympic-sized pool, a lighted softball field, tennis courts, and a children's play area.

50 City of Monterey Park , "Facilities," http://www.montereypark.ca.gov/Facilities, accessed February 13, 2020.

- *Bella Vista Park*: located at 400 Pomona Boulevard. This park has a land area of approximately four acres and includes a softball field, children's play area, outdoor basketball, picnic facilities, lighted tennis court, and restrooms.
- *Edison Trails Park*: located at 1600 South Garfield Avenue and has a land area of approximately 11 acres. Facilities at this park include picnic facilities, a play area, restrooms, and hiking trail.
- *Garvey Ranch Park*: located at 781 South Orange Avenue, on the north side of the Garvey Reservoir. The park's land area is approximately 28 acres and the park's facilities include two lighted baseball fields, picnic facilities, restrooms, lighted tennis courts, children's playground, a community room, a museum, and an observatory.
- *George Elder Park*: located at 1950 Wilcox Avenue, one half block east of the Garfield Avenue and Elmgate Street intersection. The park features a basketball gym, a community center, a swimming pool, picnic facilities, lighted tennis courts, a children's area, and restrooms. This park's land area is approximately 15 acres.
- *Highlands Park*: located at 400 Casuda Canyon Drive and contains approximately six acres. This park is located adjacent to Monterey Highlands School and features lighted tennis courts, a children's area, passive open space, and restrooms.
- *La Loma Park*: located at 1950 Fulton Avenue and includes approximately 7.5 acres. This park includes baseball and softball fields, a children's play area, a restroom, and picnic facilities.
- *The Langley Senior Center*: located on 400 West Emerson Avenue. This center provides activities for the local seniors. Activities at this park include dances, a lunch program, billiards, table tennis, computer classes, flea markets and special events.
- *Sequoia Park*: located at 750 Ridgecrest Avenue and has a total land area of approximately five acres. This park offers a Japanese garden with Azumaya View Deck, a softball field, a children's play area, lighted tennis courts, outdoor basketball court, restrooms, and picnic facilities.
- *Sierra Vista Park:* located at 311 Rural Drive and has a land area of approximately three acres. This park includes a softball field, an outdoor basketball and paddle tennis court, a children's play area, picnic area, meeting room, and restrooms.
- *Sunnyslopes Park*: located at 1601 Sunnyslope Drive and has a land area and has an area of approximately five acres. This park features picnic facilities, a softball field, lighted tennis courts, a children's playground, and restrooms.
- *Cascades Park*: located at 700 S. Atlantic Blvd. This park has a total area of approximately two acres.
- *Pine Tree Park*: located at 2167 Arriba Drive and has a total area of approximately 0.5 acre. This is a small neighborhood park with a picnic table and a children's play area.

The nearest park to the Project Site is Sequoia Park, located approximately 0.30 mile to the southeast. The Project is estimated to increase the population by approximately 49 residents, and it is expected that some of these residents would utilize the City's park and recreation facilities. However, given the small

population increase, the Project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial physical deterioration of such facilities would result. Impacts would be less than significant.

Thresholds b: **Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

The Project does not include recreational facilities; however, approximately 55,000 SF of visual open space would be provided with the Project. This area would be above the upper retaining wall and would remain largely untouched with existing vegetation. The HOA would maintain this area. Residents of the Project Site would have access to existing park facilities, which would not need to be expanded to accommodate the additional residents. With the incremental increase of 49 individuals to the population, the Proposed Project would not require the construction or expansion of recreational facilities. Impacts would be less than significant.

UTILITIES AND SERVICE SYSTEMS

Threshold a: **Require or result in the relocation or construction of new or expanded water, or wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Water

The City's Water System receives its water supply from local groundwater. The water is produced by 12 City-owned wells with a total capacity of 20 million gallons per day (mgd). On average, about 65% of the water used each year is supplied from local rainfall; the other 35% is imported from northern California and then percolated into local groundwater aquifers. The water is imported by the San Gabriel Valley Municipal Water District, a public agency, and of which the City of Monterey Park is a member. The Monterey Park Water System supplies an average of 10 mgd to its customers.[51]

As discussed in **Hydrology and Water Quality**, according to the City of Monterey Park 2015 Urban Water Management Plan (UWMP), the City's actual water use rate during Fiscal Year 2014-15 was 134 gallons per capita per day.[52] Given that the Project would result in a population increase of 49 residents (see discussion in **Population**), the Project would require an average of 4,657 gallons per day (see **Appendix C: CalEEMod Outputs** of **Appendix A.3: Initial Study** of this Draft EIR)of water, or 5.22 acre-feet per year. The

51 City of Monterey Park, Water FAQs, http://www.montereypark.ca.gov/faq.aspx?TID=21, accessed on March 5, 2020.

52 *City of Monterey Park 2015 Urban Water Management Plan,* http://www.montereypark.ca.gov/DocumentCenter/Home/View/5763, August 2016.

UWMP states that during an average year (2010) available supplies were 8,686 acre-feet. The Project would account for approximately 0.06 percent of the total supplies during an average year. As stated above, there would be 10,265 acre-feet of groundwater supply in the City by year 2030.[53] As such, the City's existing and projected water supplies are sufficient to serve the uses permitted by the Specific Plan. Accordingly, the Project would not require or result in the relocation or construction of new or expanded water facilities, and impacts would be less than significant.

Wastewater

The City collects the wastewater from the community and transports it to Los Angeles County Sanitation District No. 2 (LACSD) for treatment outside of the city limits.[54] The City's wastewater system is a gravity-flow system that connects to County trunk lines and wastewater treatment plants. These lines collect more than two billion gallons of wastewater per year channeled within 126 miles of main lines.[55]

The LA RWQCB is the applicable Regional Water Quality Control Board for the Project area. The City and LACSD No. 2 are responsible for meeting the wastewater treatment and discharge requirements of the Los Angeles LA RWQCB. The Project includes development of 16 single-family residences and would generate wastewater typical of the surrounding residential neighborhood. Wastewater from the Project Site would be treated according to the wastewater treatment requirements enforced by the LA RWQCB. In addition, the City would charge a sewer connection fee[56] that would ensure wastewater requirements are met.

According to the City's UWMP, LACSD estimates approximately 80 gallons per person per day of wastewater is generated within their service area. Wastewater produced by the City is processed by either the Los Coyotes Water Reclamation Plant (LCWRP) or the Long Beach Water Reclamation Plant (LBWRP), which together have a design capacity of 62.5 million gallons per day.[57] With a projected increase of 49 residents, the Project would therefore generate approximately 3,920 gallons per day of wastewater, or 0.006 percent of the total capacity of the area wastewater treatment plants.

Accordingly, the Project would not result in a new or expanded wastewater treatment facility, and impacts would be less than significant.

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53 *City of Monterey Park 2015 Urban Water Management Plan,* http://www.montereypark.ca.gov/DocumentCenter/Home/View/5763, accessed March 5, 2020.

54 Phoenix Civil Engineering, Inc. *City of Monterey Park Wastewater Collection System Master Plan Update*, January 13, 2014.

55 City of Monterey Park, *Storm Drains & Sewers*, http://www.montereypark.ca.gov/503/Storm-Drains-Sewers, accessed on March 5, 2020.

56 City of Monterey Park, *Sewer Connection*, http://www.montereypark.ca.gov/499/Sewer-Connection, accessed on March 5, 2020.

57 *City of Monterey Park 2015 Urban Water Management Plan,* http://www.montereypark.ca.gov/DocumentCenter/Home/View/5763, August 2016.

Stormwater

As discussed in **Hydrology and Water Quality**, regulatory measures such as MPMC § 6.30.050 and agencies like LA RWQCB would require the implementation of drainage controls to prevent runoff from leaving the Project Site. Additionally, the Project would include installation of a catch basin with a filter insert located toward the bottom of the private access road. The stormwater would feed into a filter, then travel under the sidewalk and discharge onto West Garvey Avenue. These controls may include, without limitation, the following: detention ponds, sediment ponds or infiltration pits; dikes, filter berms or ditches; and downdrains, chutes or flumes.[58] With regulatory compliance, storm water generated by the Project Site would not increase substantially. Accordingly, the Project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities, and impacts would be less than significant.

Electrical, Natural Gas, Telecommunications

The Project Site is located in a developed, urbanized portion of the City that is served by existing electric power, natural gas, and telecommunications services. The Project would develop 16 new residential units. As discussed in **Energy**, **Threshold a** above, the Project would not be a substantial source of new demand for new electrical and natural gas services. New connections would be established for the Project; however, as the electrical, natural gas, and telecommunications usage for the Project would be minimal, no substantial additional infrastructure would need to be installed or relocated to provide electric power facilities, natural gas facilities, or telecommunication services. Impacts would be less than significant.

Threshold b: **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?**

The Project would require an average of 4,657 gallons per day of water, or 5.22 acre-feet per year. The UWMP states that during an average year (2010), available supplies were 8,686 acre-feet (af), during a single dry year (2012) available supplies were 8,791 af, and during multiple dry years (2012, 2013, and 2014) available supplies were 8,791 af, 8,965 af, and 9,094 af, respectively. The Project would account for approximately 0.06 percent of the total supplies during an average year, 0.06 percent of the total supplies during a single dry year, and 0.06 percent for each multiple dry year. As the existing water facilities are able to accommodate the incremental increase in water supply needed to serve the Project, impacts would be less than significant.

58 MPMC § 6.30.050 "Control of pollutants for construction and new development." http://qcode.us/codes/montereypark/?view=desktop&topic=6-6_31-6_31_020, accessed on March 5, 2020.

Threshold c: **Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

As mentioned above under **Threshold a**, the Project would account for a negligible increase in existing LACSD wastewater treatment capacity. The Project includes development of 16 single-family residences and would generate wastewater typical of the surrounding residential neighborhood. Wastewater from the Project Site would be treated according to the wastewater treatment requirements enforced by the LA RWQCB. In addition, the City would charge a sewer connection fee[59] that would ensure wastewater requirements are met.

According to the City's UWMP, LACSD estimates approximately 80 gallons per person per day of wastewater is generated within their service area. Wastewater produced by the City is processed by either the Los Coyotes Water Reclamation Plant (LCWRP) or the Long Beach Water Reclamation Plant (LBWRP), which together have a design capacity of 62.5 million gallons per day.[60] With a projected increase of 49 residents, the Project would therefore generate approximately 3,920 gallons per day of wastewater, or 0.006 percent of the total capacity of the area wastewater treatment plants.

Therefore, there is adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments, and impacts to wastewater treatment capacity would be less than significant.

Threshold d: **Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

The City currently contracts with Athens Services and Ware Disposal for all of its waste removal services. Before taking the City's waste to a landfill for final disposal, the City's solid waste is processed at a Materials Recovery Facility (MRF) for the removal of recyclables. This program allows the City to meet the 50 percent landfill diversion mandate required by California Integrated Waste Management Act of 1989.[61]

The closest MRF to the Project Site, located in the City of Industry, was expanded in 2007 and is able to process over 5,000 tons of waste per day.[62] Using the most conservative waste generation rates available

59 City of Monterey Park, *Sewer Connection*, http://www.montereypark.ca.gov/499/Sewer-Connection, accessed on March 5, 2020.

60 *City of Monterey Park 2015 Urban Water Management Plan,* http://www.montereypark.ca.gov/DocumentCenter/Home/View/5763, August 2016.

61 City of Monterey Park, *Trash & Recycling,* http://www.montereypark.ca.gov/552/Trash-Recycling, accessed on March 5, 2020.

62 Athens Services, https://athensservices.com/, accessed on March 5, 2020.

from CalRecycle,[63] it is estimated that the Project would generate approximately 196 pounds of waste per day, less than four percent of the MRF's daily capacity.[64] The facility is permitted to accept 4,400 tons per day and 24,000 tons per week of municipal solid waste.[65]

In addition to requiring processing through the MRF, the Source Reduction and Recycling Element within the General Plan identifies other programs implemented to meet waste diversion goals. These measures include curbside collection of recyclables, separation of yard and other "green" waste from nonbiodegradable materials, and city purchasing practices that minimize production of excess packaging materials.[66] Accordingly, the Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and impacts to solid waste disposal would be less than significant.

Threshold e: **Comply with federal, State, and local statutes and regulations related to solid waste?**

The Project would generate solid waste that is typical of residential uses. The Project would comply with all the federal, State, and local statues and regulations related to solid waste, including the California Integrated Waste Management Act and City recycling programs. Accordingly, impacts would be less than significant.

WILDFIRES

Threshold a: **Substantially impair an adopted emergency response plan or emergency evacuation plan?**

Threshold b: **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

Threshold c: **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

63 CalRecycle, *Waste Characterization, Estimated Solid Waste Generation and Disposal Rates,* https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed March 5, 2020.

64 Calculated using generation rate 12.23 pounds per household per day, sourced originally from the City of Los Angeles CEQA Thresholds Guide (2006).

65 Puente Hills Materials Recovery Facility Fact Sheet, https://www.lacsd.org/services/solidwaste/mrts/phmrffactsheet.asp, accessed September 21, 2020.

66 City of Monterey Park, *General Plan: Safety & Community Services Element,* http://www.montereypark.ca.gov/491/Solid-Hazardous-Waste, accessed on March 5, 2020.

The closest area identified by California Department of Forestry and Fire Protection (CAL FIRE) as a Very High Fire Hazard Severity Zone is within the City of Los Angeles, approximately one-mile northwest of the City. The closest area identified by CAL FIRE as a Very High Fire Hazard Severity Zone within a State Responsibility Area is within unincorporated Los Angeles County, approximately four miles southeast of the City. Additionally, maps prepared by CAL FIRE do not identify the City as a Very High Fire Hazard Severity Zone.[67] The largest undeveloped area near the City is associated with the Whittier Narrows Recreation Area southeast of the City; major roadways separate the City from these undeveloped areas. No installation or maintenance of roadway infrastructure is proposed. No circulation changes are proposed with the Project and therefore no emergency response plans would be impacted. Additionally, the Project includes a landscape plan and a Homeowner's Association that would help to maintain brush clearance around the properties as required by Policy 11.2 of the Safety and Community Services Element in the General Plan. Accordingly, impacts related to wildfires would be less than significant.

Threshold d: **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, postfire slope instability, or drainage changes?**

The Project Site is located on a slope within the City. The Project Site was previously approved for residential development and the Project Site was graded before development activities ceased in 1980. Over the years, the slope along West Garvey Avenue failed and a series of retaining walls and tarps were installed in order to prevent further erosion.

The Project would include complete removal of the existing retaining walls on the lower portion of the Project Site and installation of a new retaining wall with tiebacks to retain the slope. Additionally, the Project includes a landscape plan and the proposed Homeowner's Association would help to maintain brush clearance on the Project Site around the proposed homes. Therefore, the Project would be consistent with the following General Plan policies to new development on slopes and would further reduce any potential impact:

- **Policy 3.2:** Require that hillside developments incorporate measures that mitigate slope failure potential and provide for long-term slope maintenance.
- **Policy 3.3:** Develop a comprehensive approach to remediating unstable hillslopes in the vicinity of Abajo Drive.
- **Policy 11.2:** Maintain brush clearance and weed abatement programs to reduce the risk of fires.

With adherence to the City's General Plan Policies, impacts related downslope flooding or landslides as a result of runoff, postfire slope instability, or drainage changes would be less than significant.

67 CAL FIRE, Fire Hazard Severity Zones Maps, https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/, accessed March 5, 2020.

7.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(d) of the CEQA Guidelines states that the "[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely." Section 15126.2(d) further states that "[i]retrievable commitments of resources should be evaluated to assure that such current consumption is justified."

The types and level of development associated with the Project would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during construction of the Project and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the Project Site.

The Project Site was previously approved for residential development. Grading was completed and an internal roadway was paved extending from West Garvey Avenue to access the residential lots. Development did not move forward and the graded slopes failed. New geotechnical studies have been conducted that evaluate the Project's grading of the Project Site and construction of two new retaining walls to stabilize the Project Site and allow for the development of 16 single-family residential units.

Construction of the Project would consume limited amounts of certain types of lumber, other raw materials in steel, metals such as copper and lead, aggregate materials used in concrete and asphalt, such as sand, stone, and water, petrochemical construction materials such as plastic, petroleum-based construction materials, and other slowly renewable or nonrenewable resources. Energy including electricity and natural gas, fossil fuels, and oils including motor oils, will be irreversibly committed during construction.

In terms of Project operations, the following slowly renewable and nonrenewable resources would be required: natural gas and electricity, petroleum-based fuels, fossil fuels, and water. Energy including electricity and natural gas, fossil fuels, oils including motor oils, will be irreversibly committed would also be used by vehicles and heating/cooling equipment during operations. The continued use of these resources associated with Project operations represents a long-term obligation. As discussed in the Draft EIR, the increase in use of these resources would be minimal. Nevertheless, the consumption of such resources would represent a long-term commitment of those resources. The minimal commitment of these resources would be justified to allow for additional housing within the City.

Based on the above, Project construction and operation would require the irretrievable commitment of limited, slowly renewable, and non-renewable resources, which would limit the availability of these resources and the Project Site for future generations or for other uses. However, the consumption of such resources would not be substantial and would be consistent with regional and local growth forecasts to provide additional housing consistent with the City's General Plan. Therefore, although irreversible environmental changes would result from the Project, the limited use of nonrenewable resources that would be required by construction and operation of Project is justified.

7.3 GROWTH-INDUCING IMPACTS

Section 15126.2(e) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could be growth-inducing. This would include ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. A project may be growth inducing if it could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. This includes projects which would:

- Remove obstacles to population growth;
- Tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects; and/or
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

Growth inducement is not considered to be necessarily detrimental, beneficial, or of significance to the environment.

Typically, the growth-inducing potential of a project is considered significant if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies. Significant growth impacts could also be manifested through the provision of infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies.

Under federal law, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) for a six-county region (Ventura, Los Angeles, Orange, Riverside, San Bernardino, and Imperial Counties) and is required to research and prepare plans for transportation, growth management, hazardous waste management, and air quality. One of the many responsibilities mandated to SCAG under state law is to act as the Regional Transportation Planning Agency and Council of Governments that is also responsible for the development of demographic projections, addressed in "Population and Housing" of **Section 7.1: Effects Not Found to Be Significant** of this Draft EIR.

GROWTH-INDUCING IMPACT ANALYSIS

Remove Obstacles to Population Growth

Growth in an area may result from the removal of physical impediments or restrictions to growth, as well as the removal of planning impediments resulting from land use plans and policies. In this context, physical growth impediments may include nonexistent or inadequate access to an area or the lack of essential

public services (e.g., water service), while planning impediments may include restrictive zoning and/or general plan designations.

A project would indirectly induce growth if it would increase the capacity of infrastructure in an area in which the public service currently met demand or would extend infrastructure to an area that was not previously served. Examples would be increasing the capacity of a sewer treatment plant or a roadway beyond the capacity needed to meet existing demand or extending a water or sewer line to a project where other properties could also use that line extension.

Although the Project would provide new residential uses, it would not necessitate the extension of roads or other infrastructure beyond those required for the Project Site itself. The Project would be developed on an urbanized site within an existing urbanized area and would provide greater density around existing transit.

As discussed in the population and housing section of **Section 7.1**, residential development on the Project Site would consist of 16 single family residential units, which would generate approximately 49 new residents in the City of Monterey Park. According to SCAG's 2016 RTP/SCS, a long-term visioning plan of how the region will address regional transportation and land use challenges and opportunities, the population for the City of Monterey Park Subregion in 2012 was 61,300. In 2040, the City of Monterey Park Subregion is anticipated to have a population forecast of 65,000. This increase attributable to the Project (less than 1 percent) does not represent a substantial increase in the population of the City of Monterey Park Subregion. Such levels of growth are consistent with the population forecasts for the subregion as adopted by SCAG.

Finally, the infrastructure (e.g., water facilities, electricity transmission lines, natural gas lines) associated with the Project would not induce growth because the facilities would only serve the Project. The construction of a potential growth-inducing roadway or other infrastructure extensions would not be required since the Project Site would be accessed by a gated private road with a cul-de-sac. The area surrounding the Project Site is already developed, and the Project would not remove impediments to further growth. The Project Site is located within an urban area that is currently served by existing utilities and infrastructure.

Overall, the Project would be consistent with the growth forecast for the City and would be consistent with regional policies, such as those presented in the 2016-2040 RTP/SCS, to reduce urban sprawl as this is an infill site and efficiently utilize existing infrastructure. In addition, the Project would not require any major roadway improvements nor would the Project open any large undeveloped areas for new use. Therefore, the Proposed Project would not remove any obstacles to population growth.

Tax Existing Community Service Facilities, Causing Significant Environmental Effects

The Project would develop 16 single-family residential units on an urbanized Project Site surrounded by development. The development of the Project would be confined to the boundaries of the Project Site, and proposed infrastructure would only be extended to serve the Project.

As discussed in **Section 7.1**, all future development would be subject to the requirements of the Title 17 Fire Code within the MPMC to ensure that public safety is considered and addressed. Complying with the MPMC and based on the existing services provided by the Monterey Park Fire Department, the Project would not require the construction of new or physically altered fire protection facilities.

The City is served by the Monterey Park Police Department (MPPD). The MPPD operates out of City Hall, approximately 1.3 miles southeast of the Project Site, approximately four minutes from the Project Site. The Project would generate calls typical of the surrounding residential neighborhood. Implementation of the Project would not require the construction of new of physically altered police facilities.

The payment of School Development Fees would be required pursuant to Government Code Section 65995, which are deemed by law to be full and complete mitigation of any potential impacts to schools.

According to the City's Park 2015 Urban Water Management Plan (UWMP), the City's actual water use rate during Fiscal Year 2014-15 was 134 gallons per capita per day.[1] Given that the Project would result in a population increase of 49 residents, the Project would require an average of 4,657 gallons per day (see **Appendix C: CalEEMod Outputs** of **Appendix A.3: Initial Study** of this Draft EIR) of water, or 5.22 acre-feet per year. The UWMP states that during an average year (2010) available supplies were 8,686 acre-feet. The Project would account for approximately 0.06 percent of the total supplies during an average year. As stated above, there would be 10,265 acre-feet of groundwater supply in the City by year 2030.[2] As such, the City's existing and projected water supplies are sufficient to serve the uses permitted by the Specific Plan. LACSD estimates approximately 80 gallons per person per day of wastewater is generated within their service area. Wastewater produced by the City is processed by either the Los Coyotes Water Reclamation Plant (LCWRP) or the Long Beach Water Reclamation Plant (LBWRP), which together have a design capacity of 62.5 million gallons per day.[3] With a projected increase of 49 residents, the Project

1 *City of Monterey Park 2015 Urban Water Management Plan,* http://www.montereypark.ca.gov/DocumentCenter/Home/View/5763, August 2016.
2 *City of Monterey Park 2015 Urban Water Management Plan,* http://www.montereypark.ca.gov/DocumentCenter/Home/View/5763, accessed March 5, 2020.
3 *City of Monterey Park 2015 Urban Water Management Plan,* http://www.montereypark.ca.gov/DocumentCenter/Home/View/5763, August 2016.

would therefore generate approximately 3,920 gallons per day of wastewater, or 0.006 percent of the total capacity of the area wastewater treatment plants.

As such, no public services or utilities would be required to be expanded as a result of the Project.

Encourage and Facilitate Other Activities That Could Significantly Affect the Environment

A project would directly induce growth if it would remove barriers to population growth such as a change to a jurisdiction's General Plan and zoning regulations that allowed additional development not previously planned to occur.

Construction of the Project would create several engineering and construction-related jobs. Although it is likely that employment for construction would be sourced from the local employment pool, this increase in employment would last until the Project's anticipated build-out by year 2027. The 16 houses would be constructed over a period of approximately 3 years, which would only require temporary employee presence at the Project Site. Therefore, the Project would not induce significant growth within the surrounding area.

The area surrounding the Project Site is already developed with urban uses. The proposed development of the Project Site would not encourage and facilitate other activities that could significantly affect the environment.

The Project Site's current land use designation is High Density Residential and current zoning is High Density Residential (R-3). As noted in **Section 5.4: Land Use and Planning**, the City is in the process of updated its General Plan Land Use and Urban Design Element. An update to the General Plan Land Use and Urban Design Element was adopted by the City Council in June 2020 and is pending approval by the voters on November 3, 2020. If approved, the Project Site designation will be Low Density Residential.

The proposed Specific Plan will allow for the development of 16 single-family homes, consistent with the Low Density Land Use Designation for the Project Site. Due to the physical configuration of the site, and the constraints to development from the existing slopes, slope failures and need to regrade the site to create stable slopes, the area available for residential development is limited. The portion of the site available for development can accommodate the 16 homes proposed but is not sufficient in size or configured to accommodate development of additional residential units. Accordingly per Government Code Section 66300(f), the proposed 16 single-family residences proposed under the Specific Plan would implement the General Plan Low Density Residential Land Use designation by allowing for new housing to be constructed in the City, which is the primary objective of Government Code Section 66300.

The Project includes development of the Project Site with 16 residential dwelling units over 6.22 acres, including approximately 55,000 square-feet of open space. All land uses proposed as part of the Project would be allowed under the Specific Plan zoning for the Project Site.

As discussed in **Section 5.4**, the Project Site would not conflict with any land use plans, policies, or regulations. Impacts related to land use would be considered less than significant. Therefore, approval of the Project would not involve a precedent setting action that would be applied to other properties and thereby encourage or facilitate growth that would not otherwise occur. Accordingly, the Project would not be considered to be growth inducing.

8.0 TERMS, DEFINITIONS, AND ACRONYMS

AAQS	ambient air quality standards
AB 939	California Integrated Waste Management Act of 1989
AE	Applied Earthworks
af	acre feet
afp	acre feet per year
amsl	above mean sea level
AQMP	Air Quality Management Plan
BACM/BACT	Best Available Control Measures/Best Available Control Technology
Basin	South Coast Air Basin
BMPs	best management practices
CAA	Clean Air Act
Cal/OSHA	California Division of Occupational Safety and Health
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGP	Construction General Permit
City	City of Monterey Park
CO	carbon monoxide
CO_2	carbon dioxide

County	County of Los Angeles
CRHR	California Register of Historical Resources
CWC	California Water Code
DOF	Department of Finance
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
HQTA	High Quality Transit Area
HVAC	heating, ventilation, and air conditioning
I (I-)	Interstate freeway
ICU	Intersection Capacity Utilization
Ips	inches per second
ISO	Services Organization
ITE	Institute of Transportation Engineers
LACSD	Sanitation Districts of Los Angeles County
LBWRP	Long Beach Water Reclamation Plant
LCWRP	Los Coyotes Water Reclamation Plant
LDR	Low Density Residential
LOS	level of service
LST	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MCE	maximum considered earthquake
Metro	Los Angeles County Metropolitan Transportation Authority

MPFD	Monterey Park Fire Department
MPMC	Monterey Park Municipal Code
MPO	Metropolitan Planning Organization
MPPD	Monterey Park Police Department
MRF	Materials Recovery Facility
MRZ-1	Mineral Resource Zone 1
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO	nitric oxide
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NOx	nitrogen dioxide
NRHP	National Register of Historic Places
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OEHHA	Office of Environmental Health Hazard Assessment
OSHA	Office of Safety and Health Administration
OSHA	Office of Safety and Health Administration
Pb	lead
PGAM	peak ground acceleration
$PM_{2.5}$	fine particulate matter
PM_{10}	inhalable particles, with diameters that are generally 10 micrometers and smaller
PO	Professional Office
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resource Code

R-1	Single Family Residential
R-3	High Density Residential
RFP	reasonable further analysis
RHNA	Regional Housing Needs Allocation
RMS	root-mean-square
ROGs	reactive organic gases
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCS	Sustainable Communities System
SEMS	Standardized Emergency Management System
SGMA	Sustainable Groundwater Management Act
SMARA	Significant Mineral Aggregate Resource Area
SO_2	sulfur dioxide
SO_4	sulfates
SO_x	sulfur oxides
SRA	source receptor areas
SRA 11	South San Gabriel Valley
STIP	State Transportation Improvement Program
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxics air contaminants
TAZ	Transportation Analysis Zone
TIA	Traffic Impact Analysis
USEPA	United States Environmental Protection Agency

USGS	United States Geological Survey
UWMP	Urban Water Management Plan
V/C	volutme-to-capacity
VOC	volatile organic compounds

9.0 ORGANIZATIONS AND PERSONS CONSULTED

This Draft Environmental Impact Report (EIR) was prepared by Meridian Consultants, LLC for the City of Monterey Park (City). City staff, report preparers, and consultants are identified as follows, along with agencies and individuals that provided information used to prepare this Draft EIR.

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The City of Monterey Park is the Lead Agency for this EIR.

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