

MITIGATED NEGATIVE DECLARATION

VALLEY BOULEVARD RESIDENTIAL PROJECT



Lead Agency:

City of El Monte
11333 Valley Boulevard
El Monte, CA 91731
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Project Proponent:

Southland Real Estate Group
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Agnes So

Environmental Consultant:

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October 1, 2021

Environmental Checklist

For CEQA Compliance

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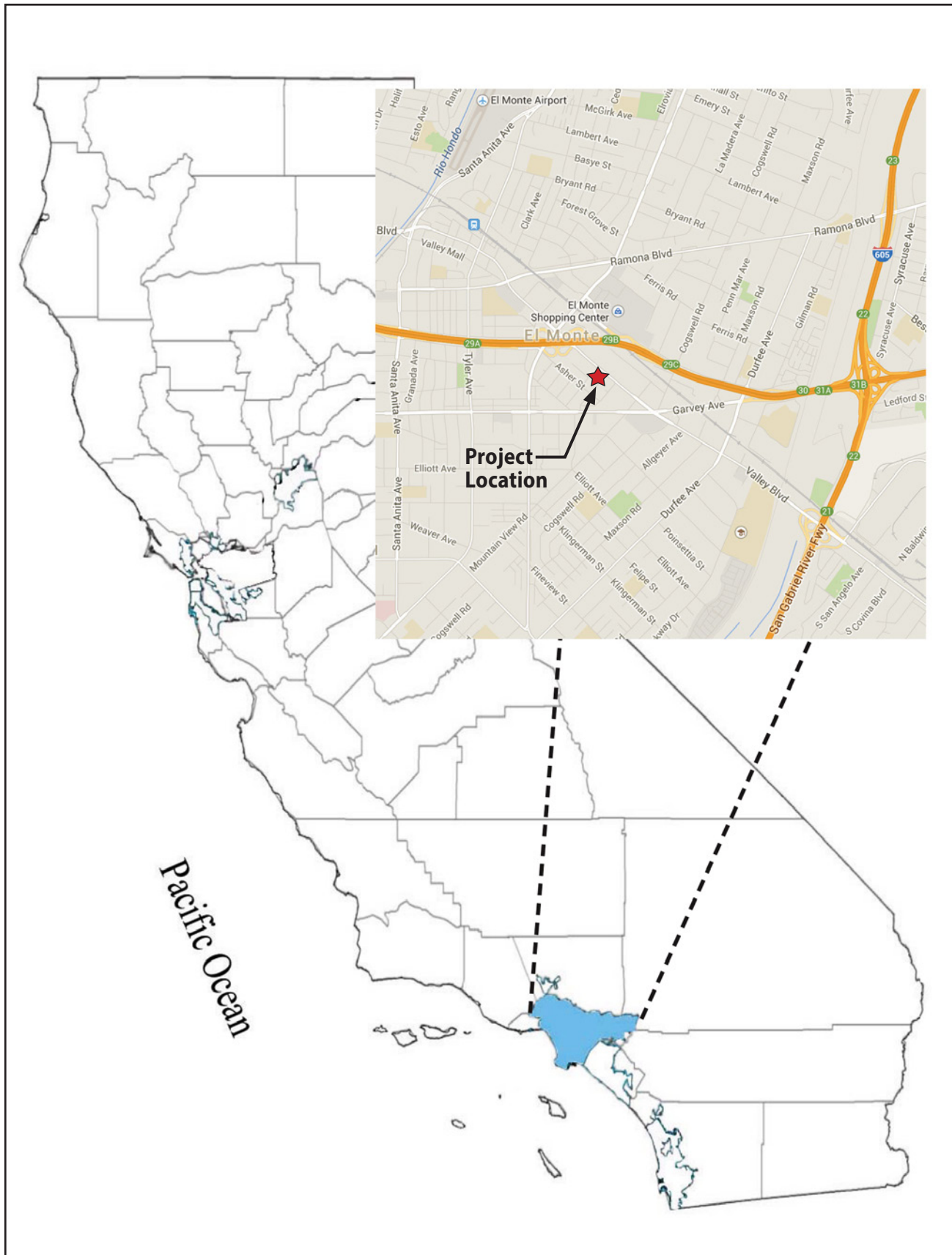
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PLANNING DEPARTMENT

- A. Project Title:** Valley Boulevard Residential Project
- B. Lead Agency Name and Address:** City of El Monte
11333 Valley Boulevard
El Monte, CA 91731
- C. Contact Person and Phone Number:** Sandra Elias (626) 258-8621
- D. Project Location:** The project is located in the City of El Monte as shown in Figure 1, Regional Map. More specifically, the project site comprises the properties that are located at 11640-11710 and 11730 Valley Boulevard as shown in Figure 2, Vicinity Map. An aerial photograph of the site and surrounding area is shown in Figure 3, Aerial Photo. The existing topography on the site is shown in Figure 4, USGS Topography Map.
- E. Project Sponsor's Name and Address:** Southland Real Estate Group
11730 Valley Boulevard
El Monte, CA 91732
626-292-6868
- F. General Plan Designation:** The project site is designated Mixed/Multiuse (MMU) by the El Monte General Plan.
- G. Zoning:** The project site is zoned Mixed/Multiuse (MMU).
- H. Description of Project:** The project applicant proposes the development of 83 multi-family units on a 2.81-acre site located at 11640-11710 and 11730 Valley Boulevard. The property is vacant with the exception of an existing 1,800 square foot commercial building at the corner of Valley Boulevard and La Madera Avenue (11730 Valley Boulevard).

The project proposes the development of 83 multi-family residential units in two separate lots. Lot A is approximately 0.96-acres and located on the eastern portion of the site. Lot A proposes a four-story podium building with 43 residential units and 94 resident and guest parking stalls on the ground floor of the building. Access to the ground floor parking is from La Madera Avenue on the east side of the project site. A leasing office is proposed for the ground floor in the southeast corner of the building. Approximately 2,400 square feet of community space is proposed on the ground floor of the building. The community space will be available for use by the project residents for community events such as birthdays, meetings, etc. The density for Lot A is 44.8 dwelling units/acre. A proposed podium deck will include an outdoor seating area, fireplace, tot lot, a garden area, a yoga area and a BBQ. Lot A also includes a plaza area near Valley Boulevard that includes a fireplace, seating area, mail boxes and a BBQ.

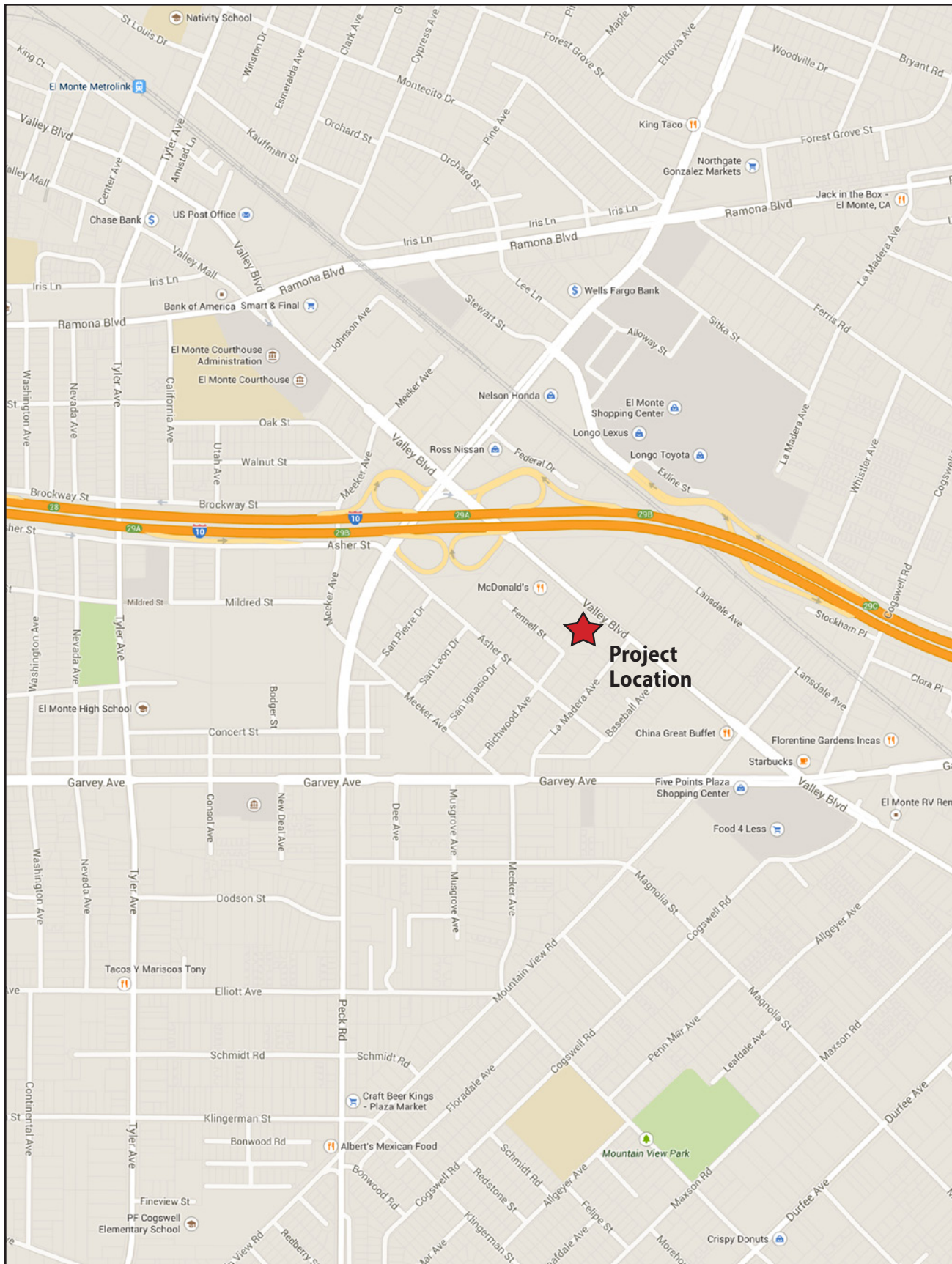
Lot B is approximately 1.85-acres and located on the western portion of the site. Lot B includes the development of 40 residential units in eight (8) stand-alone buildings with 97 parking spaces, including guest parking. A tot lot is proposed near the middle of Lot B adjacent to the west project boundary.



Source: Phil Martin & Associates, Inc.



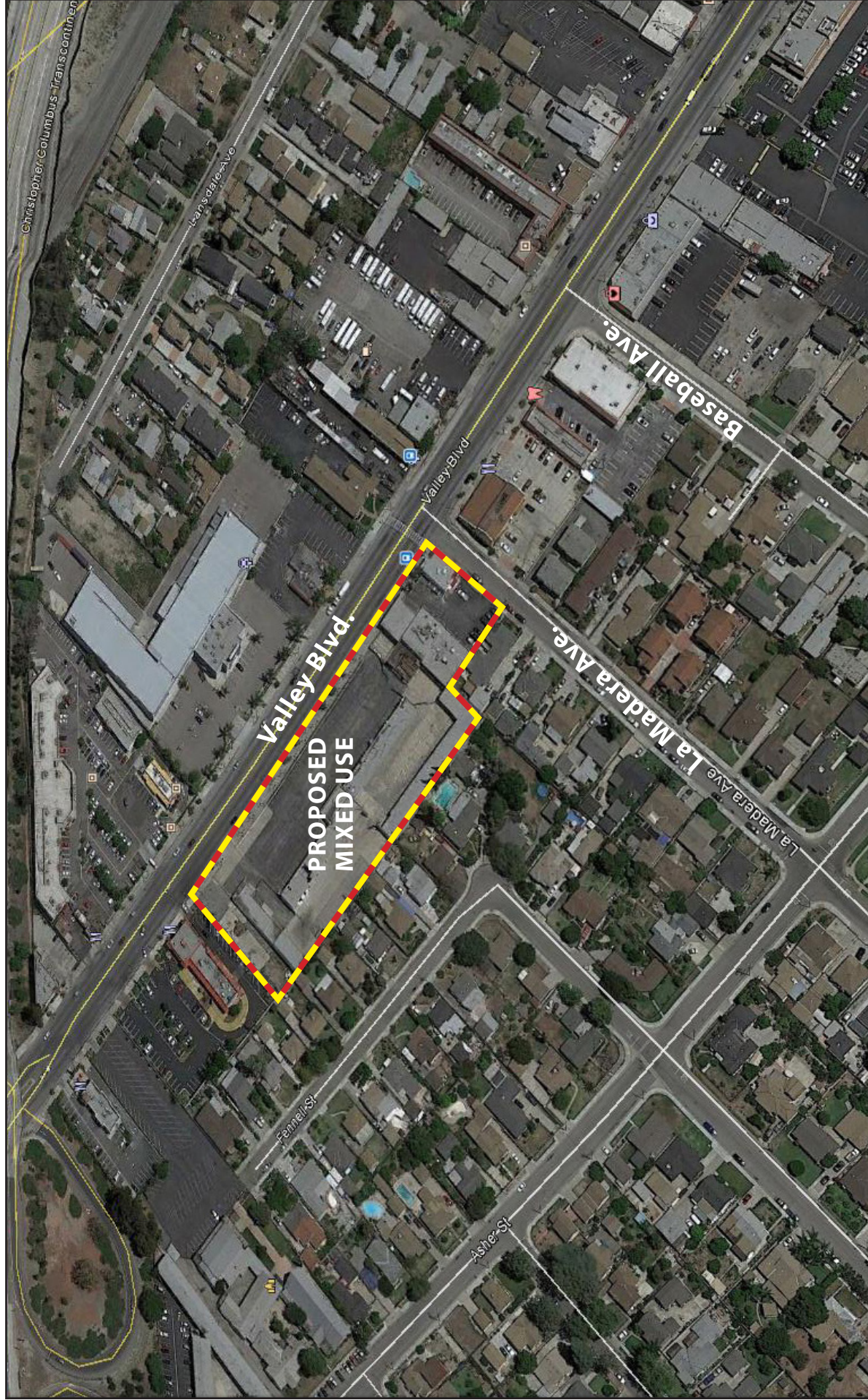
Figure 1
Regional Map



Source: Google Maps, 2014



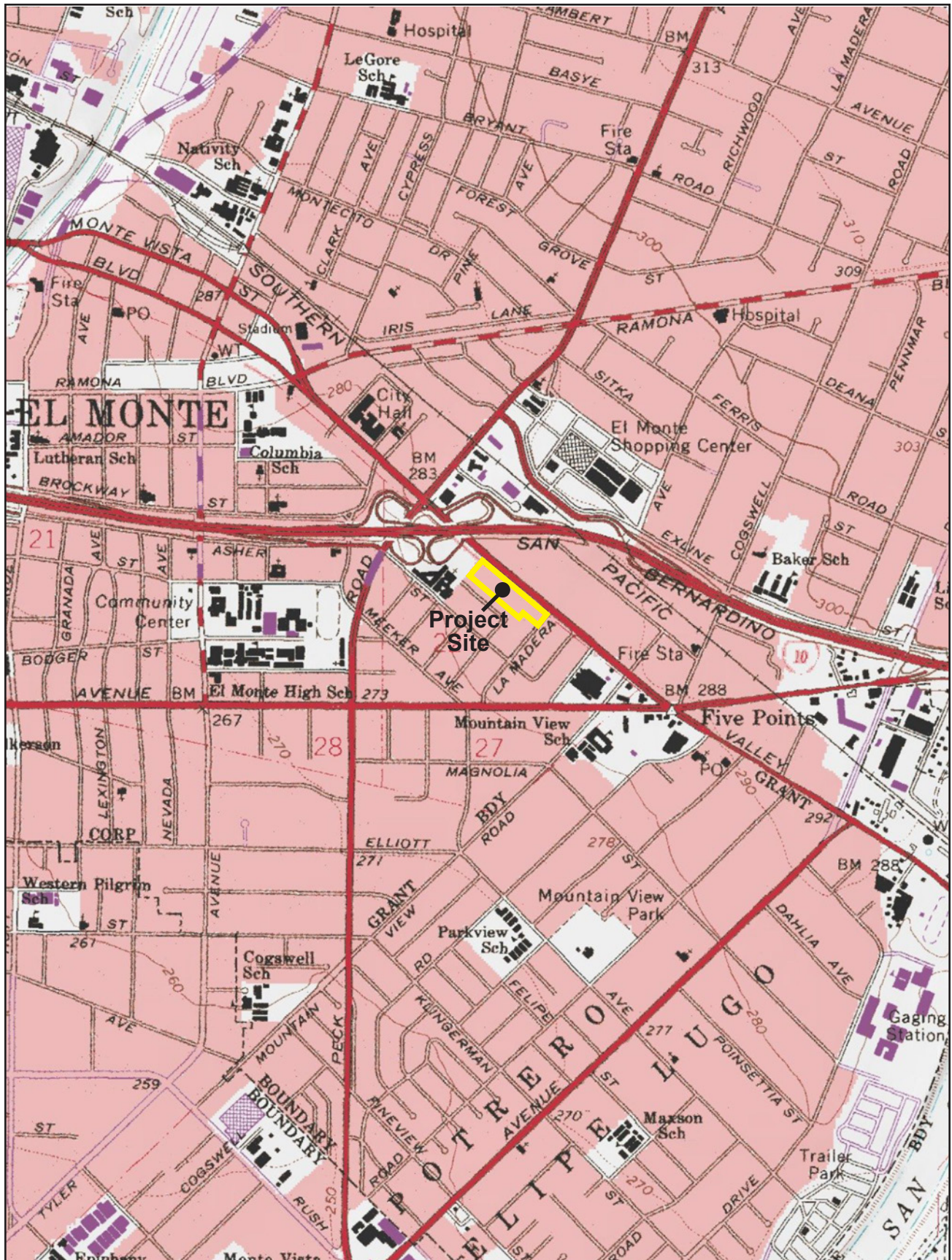
Figure 2
Local Vicinity Map



Source: Google Earth



Figure 3
Aerial Photo



Source: USGS



Figure 4
Topo Map

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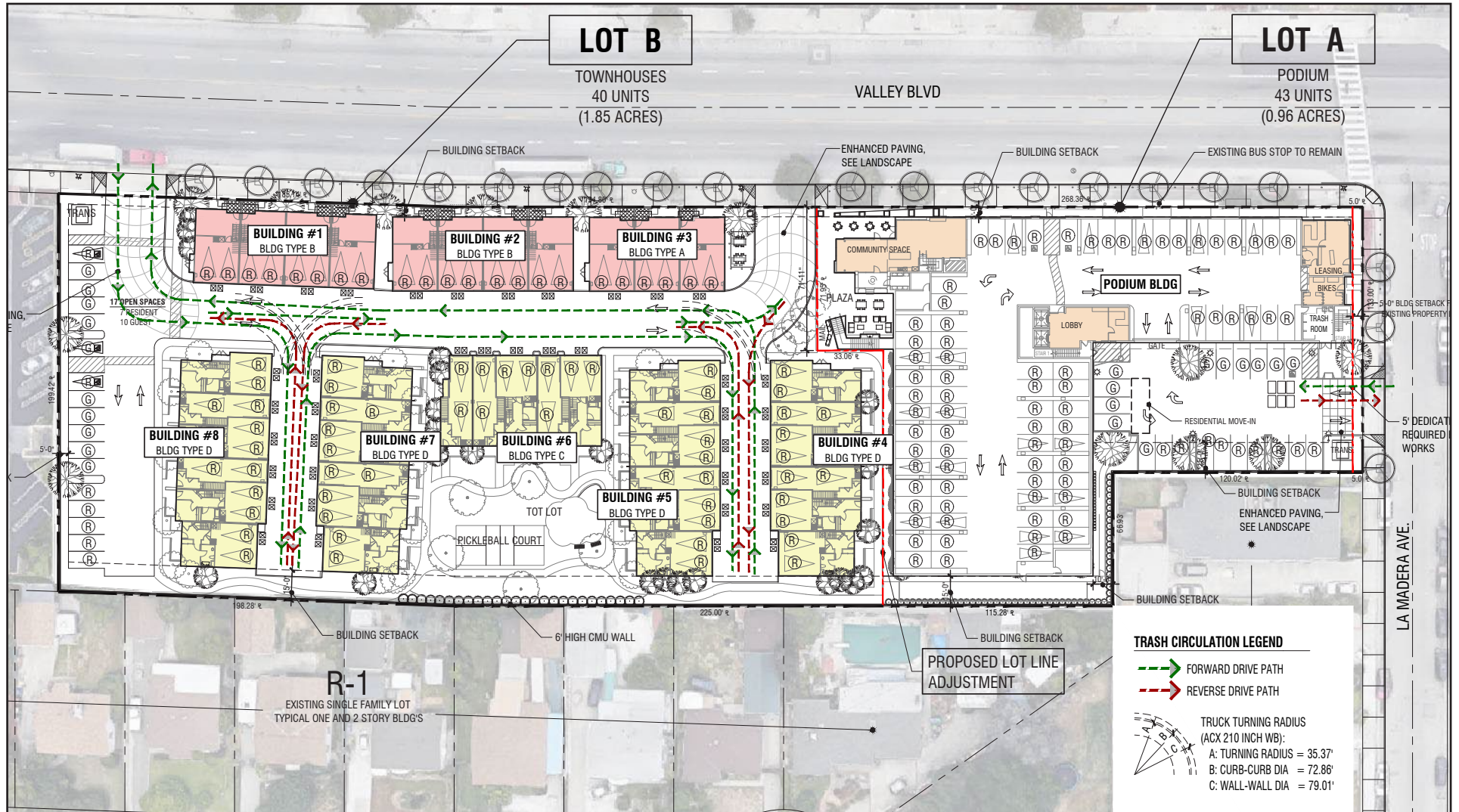
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The project includes 10,120 square feet of open space for Lot A and 3,410 square feet of open space for Lot B for a total of 13,530 square feet of open space. The project is scheduled to be constructed in a single phase with project construction estimated to start in the first quarter of 2022 and completed in the first quarter of 2024. The project proposes Modern architecture. The proposed site plan is shown in Figure 5.

- I. Surrounding Land Uses and Setting:** The existing on-site land uses include a one-story, 1,800 square foot commercial building at the southeast corner of Valley Boulevard and La Madera Avenue (11730 Valley Boulevard) and the rest of the site is vacant. A vacant automobile dealership was located on the property at 11640-11710 Valley Boulevard and demolished in 2018. The existing land uses surrounding the project site include a McDonald's restaurant to the north, single-family detached residences to the west, commercial and retail uses to the south and commercial uses to the east, east of Valley Boulevard. Interstate 10 is approximately 500 feet north of the site. Figure 6 shows photographs of the on-site land uses and Figure 7 shows the surrounding land uses. Figure 8 is a photo orientation map showing the location of the on-site and surrounding land use photos.
- J. Other Public Agencies Whose Approval is Required:** The discretionary action required from the City of El Monte includes approval of a site plan. The project will not require approvals from any other public agencies.
- K. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** Tribal letters were mailed May 1, 2019 formally inviting consultation with the City in compliance with 21080.3.1. The tribes that were contacted include:
1. Gabrieleño Band of Mission Indians – Kizh Nation
 2. Gabrieleño/Tongva Nation

The City received a request for tribal consultation from the Gabrieleño Band of Mission Indians – Kizh Nation. The City consulted with the Gabrieleño Band of Mission Indians – Kizh Nation in a letter dated June 18, 2020 with proposed mitigation measures to protect Tribal Cultural Resources that may be impacted during the construction of the proposed project. On June 24, 2020 the City received an email from Brandy Salas of the Gabrieleño Band of Mission Indians – Kizh Nation accepting the two City proposed mitigation measures. The two mitigation measures are listed in Section “X.VIII.(a)” of this MND.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code Section 21080.3.2) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3 (c) contains provisions specific to confidentiality.





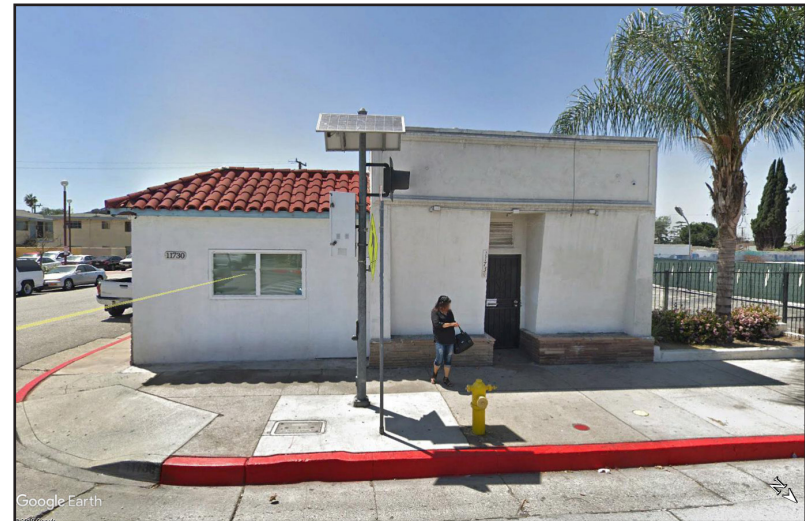
1. Looking at middle of site from Valley Boulevard



2. Looking at northern area of site from Valley Boulevard



3. Looking at southern area of site from Valley Boulevard

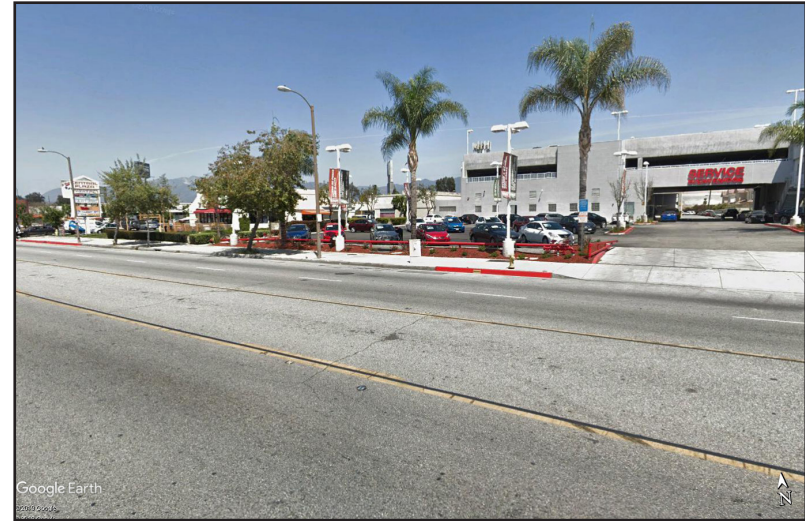


4. Looking at existing commercial building at 11730 Valley Boulevard

Figure 6
On Site Photographs



5. Looking at McDonalds northwest of site



6. Looking at commercial uses north of site



7. Looking at residences southwest of site



8. Looking at residences south of site on Fennell St.

Figure 7
Surrounding Land Use Photos



Figure 8
Photo Orientation Map

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L. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input checked="" type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy
<input checked="" type="checkbox"/> Geology/Soils	<input type="checkbox"/> Greenhouse Gas Emissions	<input checked="" type="checkbox"/> Hazards and Hazardous Materials
<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources
<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation	<input type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Wildfire	<input type="checkbox"/> Mandatory Findings of Significance

M. DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant impact on the environment, and a NEGATIVE DECLARATION would be prepared.
- ☒ I find that although the proposed project could have a significant impact on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on an earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature:

Date

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Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less-than-significant Impact”. The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

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- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
- a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

N. ISSUES:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------------	--	------------------------------------	-----------

I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) In non-urbanized 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, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

II. AGRICULTURE and FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

IV. BIOLOGICAL RESOURCES: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

V. CULTURAL RESOURCES: Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of a unique archaeological resource as defined in §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VI. ENERGY: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VII. GEOLOGY AND SOILS: Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) 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.) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Strong seismic ground shaking? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) 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 waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

VIII. GREENHOUSE GAS EMISSIONS Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport, will the project result in a safety hazard or excessive noise for people working or residing in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

X. HYDROLOGY AND WATER QUALITY. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (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; or | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (iv) impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

XI. LAND USE AND PLANNING: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigation an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

XII. MINERAL RESOURCES: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Environmental Checklist

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- 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

XIII. NOISE: Would the project result in:

- a) Generation of 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?
- b) Generation of excessive groundborne vibration or groundborne noise levels?
- c) 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, will the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV. POPULATION AND HOUSING: Would the project:

- 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)?
- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XV. PUBLIC SERVICES:

- a) Would the project 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:
- Fire protection?
- Police protection?
- Schools?
- Parks?
- Other public facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Checklist

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XVI. RECREATION:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

XVII. TRANSPORTATION: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

XVIII. TRIBAL CULTURAL RESOURCES:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 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 Section 5020.1 (k), or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Comply with federal, state and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

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plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)
- c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

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☐ ☐ ☒ ☐

O. Explanation of Issues

I. AESTHETICS: Would the project:

- a) ***Have a substantial adverse effect on a scenic vista? No Impact.*** The project site is not located within or adjacent to any City designated scenic vista. The El Monte General Plan does not designate any scenic vistas that are adjacent to or within close proximity to the site. The upper levels of the residential units would be visible from the residential area west of the site. Because of the existing improvements associated with the residential development west of the project, including existing landscaping in the rear yards of the residences, some of the proposed residential units along the rear property line and the proposed 6-foot tall block wall proposed along the west project boundary, only the top level of the proposed project would be visible to the existing residents west of the site. Once the project landscaping along the west project boundary matures, it too would serve as some aesthetic buffer for the residents to the west. The project would not impact a scenic vista.
- b) ***Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? No Impact.*** There are no state designated scenic highways and no scenic resources such as trees, rock outcroppings, or historic buildings within a state scenic highway either adjacent to or visible from the site that would be removed or altered by the project. The closest state scenic highway to the project is Route 2, which is approximately 14 miles northwest of the site near La Canada Flintridge and extends north to the San Bernardino County line. The project would not impact a state scenic resource.
- c) ***In non-urbanized 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, would the project conflict with applicable zoning and other regulations governing scenic quality? Less Than Significant Impact.*** The project proposes to demolish the existing 1,800 square foot commercial building at the corner of Valley Boulevard and La Madera Avenue (11730 Valley Boulevard), concrete building pads and surface parking lot to develop 83 multi-family residential units and 2,400 square feet of community space for use by the project residents.

The Community Design Element of the El Monte General Plan has goals and policies to improve the aesthetics of the city through landscape, hardscape, open space and other design features. For the project, the applicable Community Design goals and policies include:

Goal CD-2

Attractive commercial corridors exemplified by consistency of hardscape, landscaping, signage, sidewalks, and other treatments appropriate to their context to foster a pleasant driving and pedestrian experience.

Policies

Corridor Identity

CD-2.1 Streetscape Intent. Balance the achievement of the functional, design, pedestrian, and aesthetics goals and policies for commercial corridors as set forth in the Circulation and Parks and Recreation Elements.

CD-2.2 Streetscape Design. Incorporate unifying and consistent elements for major arterials, landscaped parkways and medians, regularly spaced street trees, distinctive street lighting and furniture, and quality and appropriately scaled signage.

Functional Purposes

CD-2.5 Corridor Driveways. Consolidate driveways and access points, wherever feasible, along commercial corridors to improve traffic flow, and safety of user, and allow for coordinated improvements to the streetscape.

CD-2.6 Pedestrian Design. Improve pedestrian safety and comfort along major corridors by incorporating wider sidewalks, appropriate landscape buffers and canopy trees, and other pedestrian amenities to facilitate a walkable street environment.

Public Landscaping

CD-2.8 Landscaping. Beautify corridors through specialized landscape palettes tailored to different roadway configurations. Require the incorporation of street trees of sufficient size, canopy, and diversity along roadways.

Signage and Lighting

CD-2.11 Regulation. Beautify corridors by regulating the appearance and placement of commercial signs, billboards, and utility lines, and removing or consolidating other distracting appurtenances wherever feasible to present a unified corridor image.

CD-2.13 Context Sensitivity. Require appropriately scaled signs based on different uses—clean monument signage for commercial centers; informational signs for roadways; and smaller-scale, customized, pedestrian-oriented signs for districts.

CD-2.14 Sign Quality. Prohibit signs that incorporate blinking or flashing elements, pole structures, roof signs, or temporary lettering or structures; require the use of high quality materials, complementary colors, and non-distracting lighting.

Goal CD-3

A green City with beautifully landscaped corridors, residential streets, commercial areas, developments, and public areas that are symbolically and physically encircled by an Emerald Necklace of parks and open space.

Policies

CD-3.1 Public Rights-of-Way. Beautify major transportation corridors, freeway easements, utility easements, railroad rights-of-way, schools, parks, and public facilities with a forest of canopy trees.

CD-3.4 Greenways. Place greenways/medians, dotted with miniparks where feasible, and appropriate landscaping along major corridors and in commercial areas and residential neighborhoods.

CD-3.5 Corridor Themes. Adopt landscape themes for major corridors that give special identity to the role, function, and history of each major corridor, soften hardscape, and reinforce the City's image.

CD-3.8 Private Developments. Require new residential developments, both single and multiple-family housing, to beautify properties with ample greenery and provide for continued maintenance.

Goal CD-4

High-quality architectural design of residential, commercial, and industrial buildings evidenced by thoughtful attention and balance of quality materials, durability, aesthetics, functionality, and sustainability concepts.

Policies

CD-4.1 Building Materials. Use high-quality, natural building materials, such as stucco, plaster, stone, and wood surfaces for residential structures, and clean, distinctive materials for nonresidential uses.

CD-4.2 Building Scale. Reduce the bulk and perceived size of larger buildings by dividing their mass into smaller parts, stepping down to adjacent structures, and using pedestrian-scale features.

CD-4.3 Massing. Discourage single-plane massing by incorporating a variety of rooflines, articulated wall planes, and multiple forward and recessed walls.

CD-4.4 Architectural Detail. Ensure all sides of a building contain a high level of architectural detail and façade articulation, strong patterns of shade and shadow, and integrated architectural detail.

CD-4.5 Sustainability. Encourage "green building" and environmentally sustainable design concepts with respect to energy conservation, water conservation, storm drainage, etc.

CD-3.69 Rooflines. Require rooflines of varied elevations and finished and refined terminations (e.g., cornice, pediment, etc.) suited to the use of the building.

CD-4.7 Landscaping. Require lush and well-maintained landscaping appropriate the structure and its use and context in a manner that meets community expectations for quality.

CD-4.8 Parking and Garages. Parking and garages should be designed to fulfill their function without detracting from the aesthetic quality of the building face viewed by the public.

CD-4.9 Utilitarian Aspects. Mechanical equipment, electrical boxes, fencing, and other utilitarian aspects should be shielded so as not to detract from the aesthetic quality of the building or site.

Valley Boulevard is designated as a Major Arterial roadway. As a major transportation route through El Monte, the project frontage on Valley Boulevard must be designed and landscaped to meet the applicable General Plan goals and policies for a project right-of-way on Valley Boulevard. The project proposes to remove some of the existing street trees on Valley Boulevard along the project frontage and replace them with street trees more consistent with the type of landscaping envisioned by the El Monte General Plan.

The project includes a variety of design features to meet the applicable Community Design Element goals and policies, including architectural detail and façade articulation for strong patterns of shade and shadow, varied roofline elevations and other roofline variations, landscaping along the south, east, west and north project boundary to buffer the project from adjacent streets and development and does not distract from the building aesthetics. The project also proposes to underground all utilities and shield mechanical equipment from direct views.

The project proposes a fifteen foot landscaped setback along the west project boundary adjacent to the residences west of the site and five foot landscape setbacks are proposed along the north, east and south project boundary. A twelve-foot setback is proposed along the project frontage with Valley Boulevard and includes an existing 8 foot-wide public sidewalk with street trees plus the proposed five foot landscaped setback by the project. The project landscape plan would have to be approved by the City administrator prior to the construction of landscape improvements, which would ensure the project landscaping meets the City 's landscape requirements. The proposed landscape plans for Lots A and B are shown in Figures 9 and 10, respectively.

In addition to the General Plan, the project must also meet the mixed-use design guidelines in the June 2012 El Monte Comprehensive Design Guidelines (Guidelines). The intent of the Guidelines is to provide predictability for property owners and developers, as well as residents and other stakeholders in the El Monte community. In order to approve a project under Design Review, decision makers must find that the project is consistent with the intent of the Guidelines.

The Guidelines should be considered to be the minimum threshold for quality design. Developers, designers, architects and owners are encouraged to design and build projects that exceed these minimal expectations by incorporating innovation, creativity and sustainability in all aspects of design, and reaching for LEED certification or equivalent (or other sustainability measures). In addition, the overall character of the neighborhood and surrounding context should be carefully considered, including historic character, overall look and feel, quality and scale of the architectural and landscape design.

Chapter 4 includes guidelines for all aspects of a development project including site planning (building location, solar design, yards and useable open space, garage location and driveways, landscape

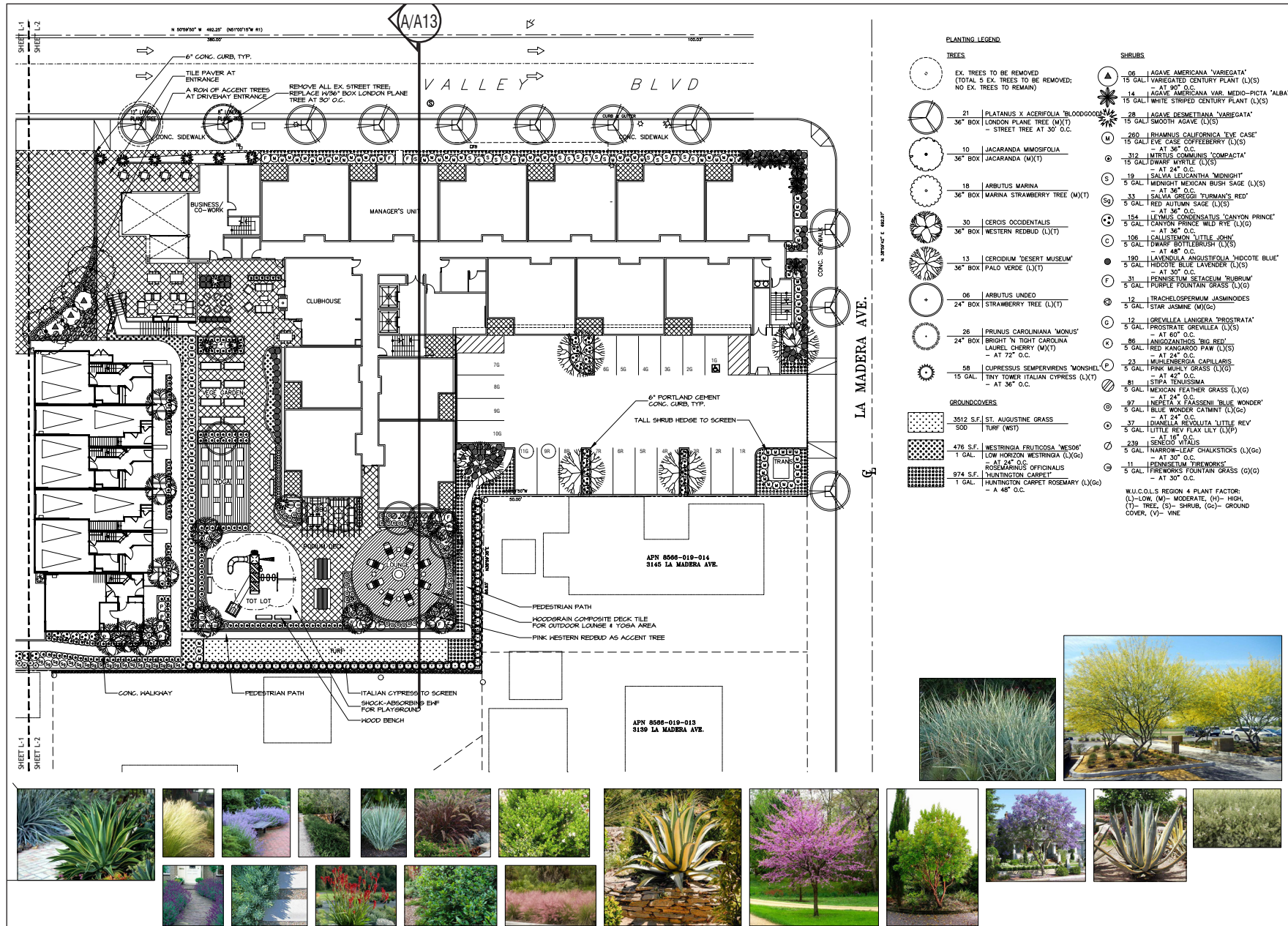


Figure 9
Landscape Plan - Lot A

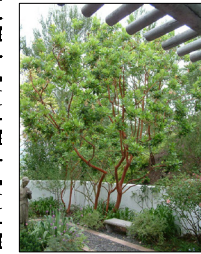
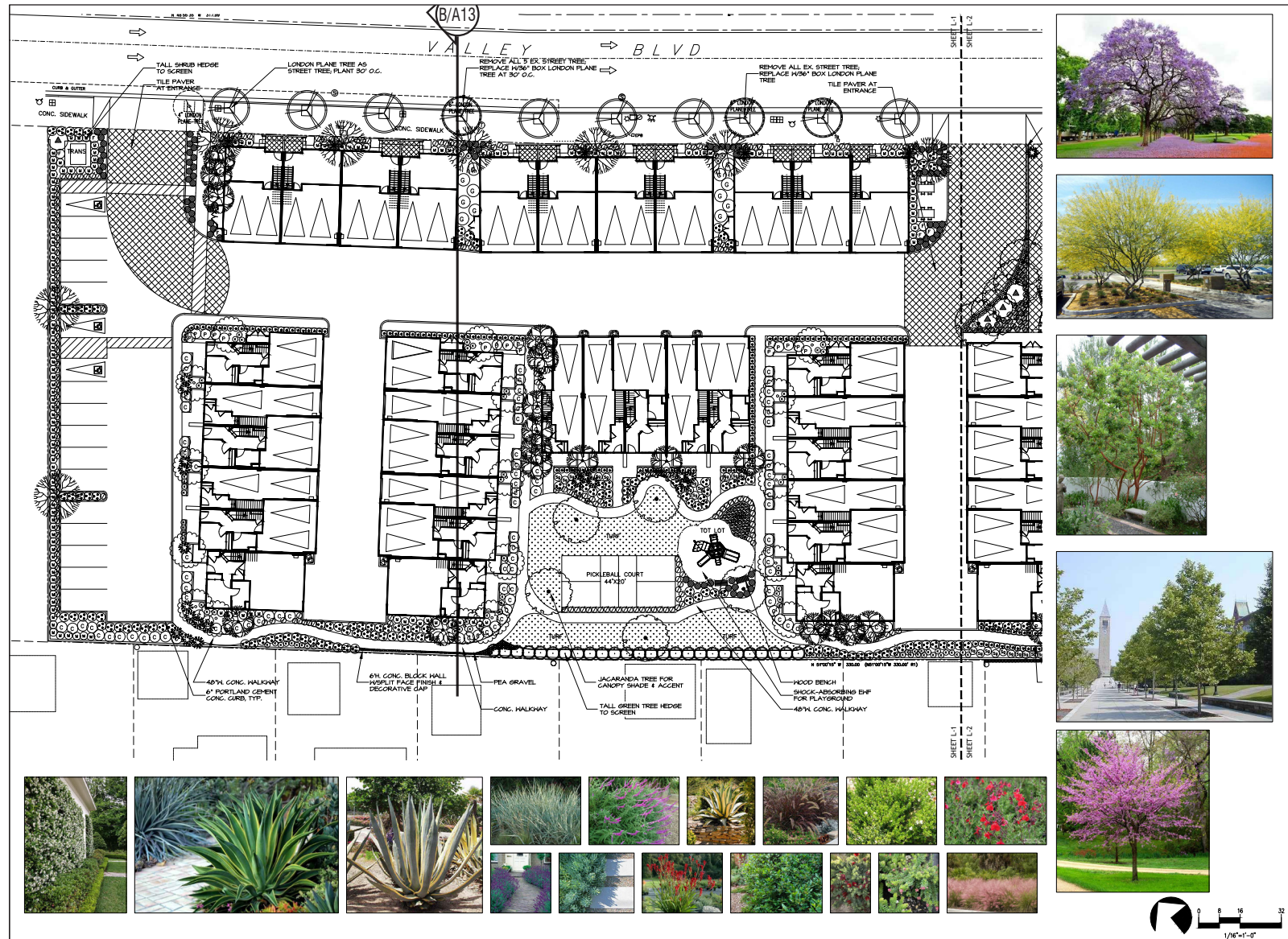


Figure 10
Landscape Plan - Lot B

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design, walls and fences, retaining walls, mechanical and plumbing equipment, trash enclosure location, lighting), mass and scale (relate building to existing context, architectural formal concept, outdoor space, relate buildings to existing topography, scale and proportion/monumentality, roof forms), design and detailing (overall design and detailing, entryways, windows and doors, finish materials, wall thickness, color, paving materials, equipment, trash location and enclosure). The City would review the proposed mixed-use project plans for consistency and compliance with the applicable guidelines along with development standards of the El Monte Municipal Code to determine if the projects meets and complies with the Guidelines.

Elevations of the project are shown in Figures 11 and 12. A rendering of the project as seen from Valley Boulevard is shown in Figure 13.

The upper levels of the project would be visible from the residential area west of the site. Because of the existing improvements associated with the residential development west of the project, including existing landscaping in the rear yards of the residences, some of the proposed residential units along the rear property line and the proposed 6-foot tall block wall proposed along the west project boundary, only the top level of the proposed project would be visible to the residents west of the site. Once the project landscaping along the west project boundary matures, it too would serve as some aesthetic buffer for the residents to the west.

For the residents closest to and southwest of the project, the proposed four story buildings could block and interrupt their distant views of the San Gabriel Mountains northeast of El Monte. As one moves farther away from the project the four story buildings would have less of an impact on distant views of the San Gabriel Mountains to residents southwest of the project. While the potential impact on distant views is somewhat subjective, the project would interrupt some views of the San Gabriel Mountains by residents southwest of the project.

The overall architectural and building design of the proposed project and the proposed landscaping appear to meet the above applicable goals and policies of the Community Design Element of the General Plan. The project meets the guidelines of Chapter 4 of the El Monte Comprehensive Design Guidelines. As a result, the visual character impacts of the project would be less than significant.

Overall, the project would comply with the General Plan and the Design Guidelines and have less than significant visual impacts.

- d) **Create a new source of substantial light or glare that will adversely affect day or nighttime views in the area? Less Than Significant Impact.** The project would introduce new sources of light and glare on the site compared to the existing conditions. While light and glare were generated by the vacant automobile dealership that formerly operated on the site, new sources of light and glare by the project would be greater compared to the light and glare generated by the existing commercial building on the southeast corner of the site. Light and glare from the proposed four-story buildings would be more visible than light and glare from the existing single-story commercial building. Therefore, light and glare by the project would be more visible to the surrounding land uses, including the residential areas southwest and west of the site compared to the light and glare generated by the one-story commercial building on the site.

City required parking lot lights, exterior safety and security lighting along with interior building lighting would be provided and visible to adjacent residents south and west of the site. The headlights of project residents that enter and leave the site would be new sources of light and visible to the existing



NORTH ELEVATION
VALLEY BLVD



WEST ELEVATION

Figure 11
North/West Building Elevations



SOUTH ELEVATION



EAST ELEVATION
LA MADERA AVE

Figure 12
South/East Building Elevations



CONCEPTUAL RENDERING

Figure 13
Project Rendering from Valley Boulevard

residents southwest and west of the site. A proposed six-foot block wall is proposed along the southwest project boundary would prevent headlights from cars entering the ground level podium parking structure in Lot A from shining onto the residents southwest and west of the project. Once mature, the landscaping proposed for the setback along the west boundary of the project would provide some barrier and block car headlights and project lighting from extending off-site to the west and southwest.

The project would generate new sources of glare from metal flashing, windows, etc. and extend to the residents southwest and west of the site. Glare from the residential units along the west project boundary could extend onto the residential units west of the project.

The new sources of light and glare that would be generated by the project will not significantly impact the adjacent surrounding residents due to the design of the proposed mixed-use buildings to minimize light and glare to the residents west of the project. The light and glare that would be generated by the project is not anticipated to any brighter or more intense than the lights and glare that is generated by other commercial uses in the immediate project vicinity. The City does not allow flood lighting and all project lighting and glare must meet and comply with El Monte Municipal Code. The compliance of the project with the Municipal Code would reduce light and glare by the project to less than significant levels. The light and glare impacts of the project would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES: Would the project:

- a) ***Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? No Impact.*** The project site is vacant except for the one-story commercial building at the southeast corner of the site (11730 Valley Boulevard). There are no agricultural activities on the site or any of the adjacent surrounding properties. The site is designated "Other Land" by the State of California Department of Conservation Los Angeles County Important Farmland 2012 map. The project would not convert prime, unique, or farmland of statewide importance to non-agricultural use and impact farmland.
- b) ***Conflict with existing zoning for agricultural use, or a Williamson Act contract? No Impact.*** The project site is not in a Williamson Act contract. The MMU zone does not allow agricultural use on the site and the project does not propose agricultural use. The project would not have any conflicts with the MMU zoning or a Williamson Act contract.
- c) ***Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? No Impact.*** The project would not impact any forest or timber production because there are no forests or timberland in El Monte and the City does not have a zoning designation that allows forest or timberland production. The project would not result in the loss of any forest land or the conversion of any existing forest land to non-forest use since there are no forests in El Monte. The project will not impact any forest or timberland.
- d) ***Result in the loss of forest land or conversion of forest land to non-forest use? No Impact.*** See Response to Section "II.c)" above.

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- e) ***Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use? No Impact.*** The project would not result in the loss of any farmland, either individually or cumulatively and have no impact to farmland. Furthermore, the project would not individually or cumulatively result in the loss of any farmland to non-agricultural use since there is no farmland on the site.

III. AIR QUALITY: Would the project:

- a) ***Conflict with or obstruct implementation of the applicable air quality plan? Less Than Significant Impact.*** An air quality and greenhouse gas report¹ was prepared for the project. A copy of the air quality and greenhouse gas report is attached in Appendix A.

The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (SCAB). The City of El Monte is located in the SCAB. As a regional agency, SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies regarding air emissions.

South Coast Air Quality Management District

The SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines and is directly responsible to reduce emissions from stationary, mobile, and indirect sources. It has prepared a sequence of Air Quality Management Plans (AQMPs) and on June 30, 2016 released its Draft 2016 AQMP, which is a regional blueprint to achieve federal air quality standards and healthful air. On March 23, 2017 the California Air Resources Board (CARB) approved the 2016 AQMP. The primary goal of the AQMP is to meet clean air standards and protect public health, including ensuring benefits to environmental justice and disadvantaged communities. The approved Plan has been forwarded to the U.S. Environmental Protection Agency for review. If approved by EPA, the plan becomes federally enforceable.

The California Environmental Quality Act (CEQA) Guidelines requires a discussion of any inconsistencies between a proposed project and applicable general plans, specific plans and regional plans (CEQA Guidelines Section 15125(d)). The regional plan that applies to the project includes the SCAQMD Air Quality Management Plan (AQMP). This section discusses any potential inconsistencies of the project with the AQMP. The project must comply with and meet all applicable rules and regulations of the AQMP.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP". Strict consistency with all aspects of the plan is usually not required. A project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two consistency indicators:

- (1) Whether the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

¹ Air Quality and GHG Impact Analysis, Valley Boulevard Multi-Family Residential Project, Giroux & Associates, April 29, 2019.

- (2) Whether the project would exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Both criteria are evaluated below.

CRITERIA 1 – INCREASE IN THE FREQUENCY OR SEVERITY OF VIOLATIONS

Based on the air quality modeling analysis contained in the air quality report that was prepared for the project (see Appendix A) the short-term construction impacts would not have any significant air emission impacts based on the SCAQMD regional and local thresholds of significance. The air quality report also found that long-term operational air emission impacts would not result in any significant impacts based on the SCAQMD local and regional thresholds of significance. Therefore, the project would not contribute to the exceedance of any air pollutant concentration standards and is consistent with the AQMP for Criteria 1.

CRITERIA 2 – EXCEED ASSUMPTIONS IN THE AQMP

Consistency with the AQMP assumptions is determined by performing an analysis of the project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the project are based on the same forecasts as the AQMP. The 2016-2040 Regional Transportation/Sustainable Communities Strategy prepared by the Southern California Association of Governments (SCAG) (2016) includes chapters on: the challenges in a changing region; creating a plan for our future; and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City's General Plan Land Use Plan defines the assumptions that are represented in the AQMP.

The land use designation for the site is Mixed/Multi Use. The project is consistent with the General Plan and does not require a general plan amendment. Therefore, the project would not exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for Criteria 2. Because the project is consistent with the AQMP, the project would not conflict with the AQMP.

- b) ***Result in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard? Less Than Significant Impact.*** Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources that travel out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area.

The project site is located within the SCAB, which is non-attainment for ozone, PM_{2.5} and PM₁₀ particulate matter. The emissions generated with the construction and operation of cumulative projects would further degrade the local air quality, as well as the air quality of the SCAB. The greatest cumulative impact on the regional air quality is the incremental addition of pollutants mainly from increased traffic by residential, commercial, and industrial development and the use of heavy equipment and trucks to construct these projects. Air quality would be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less

than significant threshold criteria levels are not significant and do not add to the overall cumulative impact.

As stated in Section “III.c)” below the project would not generate any short- or long-term air emissions that exceed SCAQMD emission thresholds. Therefore, the project would not have any significant cumulative criteria pollutant impacts.

- c) ***Expose sensitive receptors to substantial pollutant concentrations? Potentially Significant Unless Mitigation Incorporated.*** Sensitive receptors are those who are sensitive to air pollution and people that are most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. Commercial and industrial facilities are not included because employees do not typically remain on-site for 24 hours.

The closest sensitive receptors to the project site are the residences along the southern project boundary. Although there are existing residences south of the project, the garages and backyards of the residential units are immediately adjacent to the property line and the residential units themselves are setback further.

Criteria Pollutants, Health Effects, and Standards

Under the Federal Clean Air Act (FCAA), the U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six major pollutants; ozone (O₃), respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These six air pollutants are often referred to as the criteria pollutants. The NAAQS are two tiered: primary, to protect public health, and secondary, to prevent degradation to the environment (i.e., impairment of visibility, damage to vegetation and property).

Under the California Clean Air Act (CCAA), the California Air Resources Board has established California Ambient Air Quality Standards (CAAQS) to protect the health and welfare of Californians. State standards have been established for the six criteria pollutants as well as four additional pollutants; visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Table 1 presents the state and national ambient air quality standards. Table 2 shows the health effects of the various pollutants.

Monitored Air Quality

Air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Long term air quality monitoring is carried out by the South Coast Air Quality Management District (SCAQMD) at 38 air-monitoring areas with a designated ambient air monitoring station in most areas. Ozone, carbon monoxide, PM-2.5 and nitrogen oxides are monitored at the Pico Rivera facility, while 10 micron diameter particulate matter (PM 10) is measured at the Azusa monitoring station. Table 3 summarizes the last five years of monitoring data from a composite of these two data resources.

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Table 1
Ambient Air Quality Standards

Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃) ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		—		
Fine Particulate Matter (PM _{2.5}) ⁹	24 Hour	—	—	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—	—	
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) ¹¹	—	
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

See footnotes on next page ...

See footnotes on next page ...

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1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standard of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM10 standards (primary and secondary) of $150 \mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

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Table 2
Health Effects of Major Criteria Pollutants

Pollutants	Sources	Primary Effects
Carbon Monoxide (CO)	<ul style="list-style-type: none"> Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust. Natural events, such as decomposition of organic matter. 	<ul style="list-style-type: none"> Reduced tolerance for exercise. Impairment of mental function. Impairment of fetal development. Death at high levels of exposure. Aggravation of some heart diseases (angina).
Nitrogen Dioxide (NO ₂)	<ul style="list-style-type: none"> Motor vehicle exhaust. High temperature stationary combustion. Atmospheric reactions. 	<ul style="list-style-type: none"> Aggravation of respiratory illness. Reduced visibility. Reduced plant growth. Formation of acid rain.
Ozone (O ₃)	<ul style="list-style-type: none"> Atmospheric reaction of organic gases with nitrogen oxides in sunlight. 	<ul style="list-style-type: none"> Aggravation of respiratory and cardiovascular diseases. Irritation of eyes. Impairment of cardiopulmonary function. Plant leaf injury.
Lead (Pb)	<ul style="list-style-type: none"> Contaminated soil. 	<ul style="list-style-type: none"> Impairment of blood function and nerve construction. Behavioral and hearing problems in children.
Respirable Particulate Matter (PM-10)	<ul style="list-style-type: none"> Stationary combustion of solid fuels. Construction activities. Industrial processes. Atmospheric chemical reactions. 	<ul style="list-style-type: none"> Reduced lung function. Aggravation of the effects of gaseous pollutants. Aggravation of respiratory and cardio respiratory diseases. Increased cough and chest discomfort. Soiling. Reduced visibility.
Fine Particulate Matter (PM-2.5)	<ul style="list-style-type: none"> Fuel combustion in motor vehicles, equipment, and industrial sources. Residential and agricultural burning. Industrial processes. Also, formed from photochemical reactions of other pollutants, including NO_x, sulfur oxides, and organics. 	<ul style="list-style-type: none"> Increases respiratory disease. Lung damage. Cancer and premature death. Reduces visibility and results in surface soiling.
Sulfur Dioxide (SO ₂)	<ul style="list-style-type: none"> Combustion of sulfur-containing fossil fuels. Smelting of sulfur-bearing metal ores. Industrial processes. 	<ul style="list-style-type: none"> Aggravation of respiratory diseases (asthma, emphysema). Reduced lung function. Irritation of eyes. Reduced visibility. Plant injury. Deterioration of metals, textiles, leather, finishes, coatings, etc.

Source: California Air Resources Board, 2002.

Table 3
Air Quality Monitoring Summary (2016-2019)
(Number of Days Standards Were Exceeded, and Maximum Levels During Such Violations)
(Entries shown as ratios = samples exceeding standard/samples taken)

Pollutant/Standard	2016	2017	2018	2019
1-Hour > 0.09 ppm (S)	9	7	3	5
8-Hour > 0.07 ppm (S)	6	9	5	7
8- Hour > 0.075 ppm (F)	2	4	2	3
Max. 1-Hour Conc. (ppm)	0.11	0.12	0.12	0.108
Max. 8-Hour Conc. (ppm)	0.08	0.09	0.08	0.09
Carbon Monoxide				
1-Hour > 20. ppm (S)	0	0	0	0
1-Hour > 9. ppm (S, F)	0	0	0	0
Max 8-Hour Conc. (ppm)	1.7	2.2	1.8	1.9
Nitrogen Dioxide				
1-Hour > 0.18 ppm (S)	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.06	0.07	0.08	0.06
Respirable Particulates (PM-10)				
24-Hour > 50 µg/m ³ (S)	12/60	6/55	10/60	4/61
24-Hour > 150 µg/m ³ (F)	0/60	0/55	0/60	0/61
Max. 24-Hr. Conc. (µg/m ³)	41	83	78	82
Fine Particulates (PM-2.5)				
24-Hour > 35 µg/m ³ (F)	2/120	1/119	0/133	0/119
Max. 24-Hr. Conc. (µg/m ³)	46.6	49.5	35.4	29.6

S=State Standard

F=Federal Standard

Source: South Coast AQMD – Pico Rivera Air Monitoring Station for Ozone, CO, NOx and PM-2.5

Azusa Monitoring Station for PM-10

data: www.arb.ca.gov/adam/

Air Emission Thresholds

In the "1993 CEQA Air Quality Handbook", SCAQMD establishes significance thresholds to assess the impact of project related air pollutant emissions. These emission thresholds are shown in Table 4. As shown, there are separate thresholds for short-term construction and long-term operational emissions. A project with daily emission rates below these thresholds are considered to have a less than significant effect on air quality. The thresholds shown below are used to evaluate the potential project air emission impacts of the project.

Construction Activity Impacts

Dust is typically the primary concern during construction of new buildings. Because such emissions are not amenable to collection and discharge through a controlled source they are called "fugitive emissions." Emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). Because of the inherent uncertainty in the predictive factors for estimating fugitive dust generation, regulatory agencies typically

Table 4
SCAQMD Daily Emissions Thresholds of Significance

Pollutant	Construction	Operations
ROG	75	55
NO _x	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SO _x	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

use one universal "default" factor based on the area disturbed assuming that all other input parameters into emission rate prediction fall into midrange average values.

Construction Activity Impacts

Dust is typically the primary concern during construction of new buildings. Because such emissions are not amenable to collection and discharge through a controlled source they are called "fugitive emissions." Emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). Because of the inherent uncertainty in the predictive factors for estimating fugitive dust generation, regulatory agencies typically use one universal "default" factor based on the area disturbed assuming that all other input parameters into emission rate prediction fall into midrange average values.

Average daily PM-10 emissions during site grading and other disturbance are shown estimated to be about 10 pounds per acre. This estimate presumes the use of reasonably available control measures (RACMs). The SCAQMD requires the use of best available control measures (BACMs) for fugitive dust from construction activities.

The CalEEMod was developed by the SCAQMD to provide a model to calculate both construction emissions and operational emissions from a variety of land uses. The CalEEMod model calculates the daily maximum and annual average emissions for criteria pollutants as well as the total or annual greenhouse gas (GHG) emissions.

Although exhaust emissions will result from on and off-site heavy equipment, the exact types and numbers of equipment will vary among contractors such that such emissions cannot be quantified with any certainty. The estimated construction emissions were modeled using CalEEMod2016.3.2 to identify the maximum daily emissions for each pollutant during construction of the proposed project.

The modeled prototype construction equipment fleet and schedule is shown in Table 5 and based on the CalEEMod defaults for a project of the size of the project.

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Table 5
Construction Activity Equipment Fleet

Phase Name and Duration	Equipment
Demolition (5 days)	1 Concrete Saw
	1 Dozer
	3 Loader/Backhoes
Grading (5 days)	1 Grader
	1 Dozer
	2 Loader/Backhoes
Construction (220 days)	1 Crane
	2 Forklifts
	1 Generator Set
	3 Welders
	1 Loader/Backhoe
Paving (10 days)	1 Paver
	4 Mixers
	1 Loader/Backhoe
	2 Rollers
	1 Paving Equipment
Painting (10 days)	1 Air Compressor

Utilizing the equipment fleet in Table 5, the worst case daily construction emissions were calculated and are shown in Table 6.

Table 6
Construction Activity Emissions
Maximum Daily Emissions (pounds/day)

Maximal Construction Emissions	ROG	NOx	CO	SO ₂	PM-10	PM-2.5
2022	56.6	17.0	18.1	0.0	3.9	2.3
2023	56.6	1.3	2.4	0.0	0.3	0.1
SCAQMD Thresholds	75	100	550	150	150	55

As shown, the peak daily construction activity emissions are estimated to be below SCAQMD CEQA thresholds without the need for mitigation. The only model-based mitigation measure that was applied to the project was watering exposed dirt surfaces at least three times per day during grading to minimize the generation of fugitive dust.

SCAQMD's Rule 403

The project would be required to comply with SCAQMD rules to reduce fugitive dust emissions during project construction and the life of the project. Project compliance with Rule 403 is achieved through the application of standard best management practices during construction and operation activities, which include the application of water or chemical stabilizers to disturbed soils, manage haul road dust by the use of water, cover haul vehicles, restrict vehicle speeds on on-site unpaved roads to 15 mph,

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sweep loose dirt from paved site access roadways, stop construction activity when wind speeds exceed 25 mph and establish a permanent ground cover on finished areas.

While construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds, especially with compliance with Rule 403, the following mitigation measure is recommended for enhanced dust control because the air basin is non-attainment. In addition, due to and proximity of adjacent residential uses the following mitigation measure would reduce construction particulates to the adjacent residents.

Mitigation Measure No. 1 Prior to the start and throughout project construction, the contractor shall implement and maintain the following fugitive dust control measures:

- Apply soil stabilizers or moisten inactive areas.
- Prepare a high wind dust control plan.
- Address previously disturbed areas if subsequent construction is delayed.
- Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).
- Cover all stock piles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.
- Minimize in-out traffic from construction zone
- Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard
- Sweep streets daily if visible soil material is carried out from the construction site

Similarly, ozone precursor emissions (ROG and NO_x) are calculated to be below SCAQMD thresholds. However, because of the regional non-attainment for photochemical smog, the use of reasonably available control measures to control diesel exhaust emissions is recommended. The following mitigation measure is recommended to control combustion emissions:

Mitigation Measure No. 2 Throughout project construction the contractor shall:

- Utilize well-tuned off-road construction equipment.
- Establish a preference for contractors using Tier 3 or better heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions from the project would be due to diesel particulate emissions due to the operation of heavy equipment operations during construction of the project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk”. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime would contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of

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heavy-duty construction equipment and the short-term construction schedule, the project would not result in a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during project construction.

Localized Significance Thresholds

The SCAQMD developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). The local air quality emissions from project construction activities were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up tables and the methodology described in LST Methodology, prepared by SCAQMD. While an LST analysis for a project is optional, the analysis was conducted due to the presence of existing residents adjacent to and south of the project. For the project, the primary source of potential LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility.

LST screening tables are available for 25, 50, 100, 200 and 500 meter source-receptor distances. For this project the nearest sensitive receptors are the residents adjacent to and south of the project. Therefore, the 25 meters distance was selected for the LST analysis.

LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NO_x), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5) and represent the maximum emissions by a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard.

The SCAQMD has issued guidance on applying CalEEMod to LSTs. LST pollutant screening level concentration data is currently published for 1, 2 and 5-acre sites for varying distances. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, the equipment that would be used during project construction is listed in Table 7. The equipment in Table 8 was used to calculate the maximum daily disturbed-acreage for LST comparison.

Table 7
Maximum Daily Disturbed Acreage per Equipment Type

Equipment Type	Acres/8-hr-day
Crawler Tractor	0.5
Graders	0.5
Rubber Tired Dozers	0.5
Scrapers	1

Based on the equipment information shown in Table 8, the project would disturb 1.0 acre per day during peak construction grading activity. The following thresholds and emissions (pounds per day) are shown in Table 9 based on the equipment that is listed in Table 8 and the disturbance of 1.0 acres per day.

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Table 8
LST and Project Emissions (pounds/day)

LST 1.0 acres/25 meters East San Gabriel Valley	CO	NOx	PM-10	PM-2.5
Max On-Site Emissions	625	89	5	3
Project Emissions				
2022	18	17	4	2
2023	2	1	1	1

CalEEMod Output in Appendix A

The calculated project LSTs were compared to the maximum daily construction activities. As shown in Table 9, the project construction emissions are less than the construction thresholds. As a result, project construction emissions would be less than significant.

Operational Emissions

The calculated operational emissions of the project are shown in Table 9. As shown, the operational emissions would not exceed SCAQMD operational emission thresholds of significance.

Table 9
Daily Operational Emissions

Source	Operational Emissions (lbs/day)					
	ROG	NOx	CO	SO₂	PM-10	PM-2.5
Area	*2.2	1.3	7.4	0.0	0.1	0.1
Energy	0.1	0.3	0.1	0.0	0.0	0.0
Mobile	1.3	6.5	17.8	0.1	4.8	1.3
Total	3.6	8.1	25.3	0.1	4.9	1.4
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod2013.2.2 Output in Appendix A

*assumes use of natural gas heaters for residential use

Freeway Proximity Impacts

The California Air Resources Board (CARB) developed land use siting guidelines to minimize residential exposure to diesel particulate matter (DPM), a known carcinogen. The guidelines recommend that new residences maintain a 500-foot setback from freeways and high volume arterial roadways, unless it is demonstrated that unacceptable levels of risk do not exist on a local scale. The closest area of the proposed mixed-use project is within 500 feet of the San Bernardino Freeway (I-10) travel lanes northwest of the site.

The closest proposed residences are marginally within the 500-foot zone of impact. The CARB guidelines were developed more than ten years ago with diesel trucks becoming dramatically cleaner in the last decade. A health risk screening analysis (HRA) was performed using conservative input parameters for the project site and is included in Appendix A.

Over a 70-year lifetime, the average DPM emission factor for the diesel trucks on the freeway north of the project is 0.028213 grams per mile.² The EPA dispersion model predicts an excess individual cancer risk of 3.86 in a million³ at the closest proposed residence. If this risk is adjusted to account for greater exposure sensitivity among infants and young children, the screening level risk becomes 6.56 in a million. This higher value of 6.56 in a million is less than the ten in a million significance threshold recommended by the SCAQMD in its CEQA Air Quality Handbook. As a result, the project residents would not be exposed to and significantly impacted by diesel power vehicles on the San Bernardino Freeway (I-10) north of the project.

Health Risk From Valley Boulevard

Valley Boulevard adjacent to the project site currently carries approximately 31,000 to 32,000 vehicles per day. Without knowledge of the quantity of diesel trucks, a qualitative health risk assessment is not possible. However, the daily traffic volume on Valley Boulevard adjacent to the project site is consistent with other roadways in El Monte and many roadways in Southern California. In 1996 the California Air Resources Board (CARB) considered an arterial roadway of 50,000 average daily trips to be a concern for toxic air emissions. Motor vehicles, especially diesel-powered, have become substantially cleaner in the last 25 years since CARB issued that guidance. Local traffic volumes on Valley Boulevard adjacent to the project site are below any potential level of health risk to the adjacent community.

- d) ***Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? Less Than Significant Impact.*** Potential sources for odors during project construction include the application of materials such as asphalt pavement and diesel exhaust emissions from the operation of diesel powered construction equipment. The objectionable odors that would be generated during the construction process would be short-term and any odor emissions would cease upon the drying or hardening of the odor producing materials (asphalt pavement) or ceasing operation of the diesel construction equipment. Diesel exhaust and VOCs would be emitted during construction of the project, which are objectionable to some. However, emissions would disperse rapidly from the project site and therefore would not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant odor impacts are anticipated during project construction.

The proposed residential project, like other similar residential projects in El Monte, would not generate any emissions or odors that are not typically associated with residential development and impact area residents or sensitive receptors adjacent to and in close proximity to the project. The project would not have any significant odor impacts.

IV. BIOLOGICAL RESOURCES: Would the project:

- a) ***Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service? No Impact.*** The site is vacant with the exception of an existing one-story commercial building at 11730 Valley Boulevard. The vacant auto dealership that was formerly on site has been

² California Air Resources Board, Emissions FACtor model, Version EMFAC2014, see www.arb.ca.gov/msei/categories.htm.

³ Office of Environmental Health Hazards Assessment, Adoption of Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments, see oehha.ca.gov/air/hotspots/hotspots2015.html.

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demolished so the site is void of vegetation. Because there is no vegetation or habitat on the site there is no wildlife on the site. The project would not impact wildlife or wildlife habitat.

- b) ***Have substantial adverse impact on any riparian habitat or other natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service? No Impact.*** Because the site is vacant and void of any vegetation there is no riparian habitat or other natural communities on the site. The project would not impact riparian or other natural communities.
- c) ***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? No Impact.*** Please see Section “IV.b)” above.
- d) ***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? No Impact.*** The project site is void of any vegetation that might provide habitat as a wildlife corridor. The project site is located in an urbanized area that is developed with urban uses, including commercial uses, residential homes and a freeway. Because the site is developed and located in a highly urbanized area it does not serve as a migratory wildlife corridor or a wildlife nursery. The project would not impact or impede any wildlife corridors or migratory wildlife species.
- e) ***Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? No Impact.*** There are no trees on the site. Therefore, no trees would be removed on the site. The project would require the removal of two existing street trees along Valley Boulevard. However, the project proposes to plant seventeen new street trees in their place. Neither of the two existing street trees that would be removed are native trees and protected by a local policy or ordinance that would prohibit their removal. The project would not impact any local policies that protect biological resources, including trees.
- f) ***Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? No Impact.*** The City of El Monte is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project would not conflict with or impact a conservations plan.

V. CULTURAL RESOURCES: Would the project:

- a) ***Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? Less Than Significant Impact.*** The project site is vacant with the exception of the existing commercial building at 11730 Valley Boulevard. Based on the General Plan, there are no known historical resources on the site, including the building at 11730 Valley Boulevard.

Based on a historical site survey of the project site in 2015 the building at 11730 Valley Boulevard was constructed in 1948/1950. A modern addition was added to the east building elevation and is of similar construction as the original building, however with a different appearance. The original building was very unadorned and lacks any unique architectural features. The modern addition is not architecturally compatible with the original building. At the time of the survey, the building was evaluated for historical eligibility with the California Register of Historical Resources (CRHR). Based on evaluation under

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Criteria (A), (B), (C) and (D) of the CRHR, the building is not eligible for listing in the CRHR.⁴ Therefore, the project would not have significant impacts to a historical resource.

- b) ***Cause a substantial adverse change in the significance of a unique archaeological resource as defined in §15064.5? Potentially Significant Unless Mitigation Incorporated.*** Based on a previous site survey, there are no known archaeological resources on the project site. Because the site is covered with concrete, asphalt and the existing building at 11730 Valley Boulevard the ground is not visible. Therefore, the presence or absence of archaeological resources cannot be determined until excavation of the project site occurs. Although no archaeological resources are known to exist on site, there is a possibility that archaeological resources exist at sub-surface levels and if present uncovered during grading activities. Implementation of the following mitigation measure would ensure that if any such resources are found during construction of the proposed project, they would be handled according to the proper regulations and any potential historical and archaeological impacts would be reduced to less than significant levels.

Mitigation Measure No. 3 In the event that an archaeological resource is unearthed during construction, all construction related activities must cease immediately. The developer shall seek the advice of a qualified archaeologist approved by the Tongva-Gabrieleño tribe to determine if the resource is deemed to be significant. In the event that the archaeological resource has been determined to be significant, the provisions outlined in Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply.

This measure is not considered deferral of mitigation because it establishes a performance standard that must be implemented. The project contractor shall submit written confirmation that they would comply with this mitigation measure.

- c) ***Disturb any human remains, including those interred outside of formal cemeteries? No Impact.*** The project site is not known to have been used as cemetery in the past. In addition, the site has not been used for any activities in the past that have resulted in human remains being present on the property. Should human remains be uncovered during project construction, the California Health and Safety Code (Section 7050.5) states that if human remains are discovered, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. Thus, State law would mitigate and protect any human remains uncovered during construction. The project would not impact human remains or a formal cemetery.

VI. ENERGY: Would the project:

- a) ***Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? Less Than Significant Impact.*** Information found in this Section, as well as other aspects of the project's energy implications, are discussed in greater detail elsewhere in this MND, including section "VII" (Greenhouse Gas Emissions) and Section "XVII" (Transportation) of this MND.

⁴ Cultural Resources Assessment of the El Monte Valley Plaza Project, 3.69-acres of Developed Land Located Adjacent to Valley Boulevard West of Baseball Avenue, City of El Monte, Los Angeles County, November 2015.

Construction-Related Energy Consumption

Estimated Energy Consumption

Heavy-duty construction equipment associated with demolition, grading, the construction of utilities, paving, and building construction would include, excavators, graders, tractors/loaders/backhoes, dozers, scrapers, air compressors, cranes, forklifts, generators, pumps, welders, rollers, trenchers and pavers. The majority of the equipment would likely be diesel-fueled; however, smaller equipment, such as air compressors and forklifts may be electric, gas, or natural gas-fueled. For the purposes of this assessment, it is assumed that the construction equipment would be diesel-fueled, due to the speculative nature of specifying the amounts and types of non-diesel equipment that might be used, and the difficulties in calculating the energy, which would be consumed by this non-diesel equipment.

The number of construction workers required to construct the project would vary based on the phase of construction and the activity taking place. The transportation fuel required by construction workers to travel to and from the site would depend on the total number of worker trips estimated for the duration of construction activity. A 2007 study by the California Department of Transportation (Caltrans) estimates the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) in the year 2020 is 18.78 miles per gallon.⁵ Assuming construction worker vehicles have an average fuel economy consistent with the Caltrans study and each construction worker commutes an average of 20 miles a day to and from the site, the estimated maximum 30 workers on-site during each phase of the project is estimated to consume approximately 32 gallons of gasoline a day. Assuming all 30 construction workers are employed at the site for a year (52 weeks), the fuel used by construction workers commuting to the site is approximately 208 barrels (8,320 gallons) of gasoline and represents less than 0.00010 percent of the statewide transportation gasoline consumption in 2016, which is the latest year that data is available.⁶

Construction equipment fuels (e.g., diesel, gasoline, natural gas) would be provided by local or regional suppliers and vendors. Electricity would be supplied by the local utility provider (e.g., Southern California Edison) via existing connections. A temporary water supply, primarily for fugitive dust suppression and street sweeping, would also be supplied by the local provider (e.g., City).

Electricity used during construction to provide temporary power for lighting and electronic equipment (e.g., computers, etc.) inside temporary construction trailers and for outdoor lighting when necessary for general construction activity would generally not result in a substantial increase in on-site electricity use. Electricity use during construction would be variable depending on lighting needs and the use of electric-powered equipment and would be temporary for the duration of construction activities. Thus, electricity use during construction would generally be considered negligible.

Energy Conservation: Regulatory Compliance

The project would utilize construction contractors who demonstrate compliance with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other TACs. Compliance with the above anti-idling and emissions regulations would result in a more efficient

⁵ 2007 California Motor Vehicle Stock, Travel and Fuel Forecast, California Department of Transportation, Table 1, (2008).

⁶California 2015 Transportation gasoline consumption – 348,830 thousand barrels;
https://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf

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use of construction-related energy and minimize or eliminate wasteful and unnecessary consumption of energy.

With respect to solid waste, CALGreen requires 65% of most construction and demolition waste be diverted from a landfill. The project would generate various types of debris during project demolition and construction. Concrete and asphalt that is removed from the site during demolition can either be ground and reused on the site as base material for driveways or sold to a recycler.

The City of El Monte adopted a Source Reduction and Recycling Element (SRRE) that requires the solid waste that will be generated by the project to be recycled and the materials that cannot be recycled would be hauled to a County landfill. The City's waste hauler would actively recycle the solid waste generated by the project to reduce the amount of material that is hauled to a landfill. As required by Assembly Bill 939 (AB 939) and the City's SRRE, the solid waste generated by the project will be recycled and the materials that cannot be recycled hauled to a landfill operated by the County of Los Angeles. Project compliance with CALGreen and the City's SRRE will reduce and conserve energy consumption regarding solid waste recycling during both project construction and the life of the project. The project will not have a significant solid waste impact on the capacity of a County landfill.

Anticipated Energy Consumption

The daily operation of the project would generate a demand for electricity, natural gas, and water supply, as well as generating wastewater requiring conveyance, treatment and disposal off-site, and solid waste requiring off-site disposal. Southern California Edison is the electrical purveyor in the City of El Monte and would provide electricity to the project. The Southern California Gas Company is the natural gas purveyor in the City of El Monte would provide natural gas to the project.

Energy Conservation: Regulatory Compliance

The California Energy Commission (CEC) first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Part 11 of the Title 24 Building Standards Code is referred to as CALGreen. The purpose of CALGreen is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental quality."⁷ As of January 1, 2011, CALGreen is mandatory for the construction of all new buildings in the state. CALGreen establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality.⁸ CALGreen was most recently updated in 2016 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2017.⁹ The project would be required by the City to comply with the applicable provisions of Title 24 and CALGreen.

⁷ California Building Standards Commission, 2016 California Green Building Standards Code, (2016).

⁸ Ibid.

⁹ Ibid.

With respect to solid waste, the project is required to comply with applicable regulations, including those pertaining to waste reduction and recycling. Waste haulers serving the project would divert project-generated municipal waste in accordance with applicable city ordinances.

Energy Conservation: Project Design Features

The project would be designed to include green building, energy saving, and water saving measures and other sustainability features. Consistent with the CALGreen, the project would be required to meet and comply with the residential mandatory measures that include water efficiency and conservation, material conservation and resource efficiency, environmental quality, etc. As such, the project would be designed to reduce wasteful, inefficient, and unnecessary consumption of energy.

Estimated Energy Consumption

The long-term operation of the project would result in transportation energy use primarily for residents that commute to and from their place of employment. Transportation fuels, primarily gasoline, would be provided by local or regional suppliers and vendors. As discussed previously, in 2016, California consumed a total of 348,830 thousand barrels of gasoline for transportation, which is part of the total annual consumption nationwide of 3,410,051 thousand barrels by the transportation sector.¹⁰ Project-related vehicles would require a fraction of a percent of the total state's transportation fuel consumption. A 2008 study by Caltrans determined that the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) in 2020 would be 18.78 miles per gallon.¹¹

Alternative-Fueled Vehicles

Alternative-fueled, electric, and hybrid vehicles could be used by some project residents. The use of these types of alternative fueled vehicles would reduce the overall consumption of gasoline by the project. The effect is anticipated to be minimal in today's current vehicle market due to the relatively few alternative vehicles that are in use. According to the Los Angeles Times, alternative-fueled vehicles make up approximately 2.3% of all vehicles registered in California.¹² The above transportation fuel estimates for the project do not account for alternative-fueled, electric, and hybrid vehicles, which are more energy efficient vehicles. Thus, the assessment is a conservative estimate of transportation fuel consumption. The project would not have any wasteful, inefficient or unnecessary consumption of energy resources during either project construction or the life of the project because the project would be required to comply with all applicable state energy conservation measures.

- b) ***Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? No Impact.*** The project would be required by the City to comply with all applicable CALGreen energy conservation measures, including California Code of Regulations, Title 24, Part 6, California Energy Code. The project would not conflict with or obstruct state or local renewable energy or energy efficiency requirements.

¹⁰ U.S. Energy Information Administration, Table F3: Motor Gasoline Consumption, Price, and Expenditure Estimates, 2016, https://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf.

¹¹ California Department of Transportation, 2008 California Motor Vehicle Stock, Travel and Fuel Forecast (June 2009).

¹² Los Angeles Times, Electric, hybrid car sales up, California auto emissions down, May 22, 2014, <http://www.latimes.com/business/autos/la-fi-hy-electric-vehicle-sales-up-auto-emissions-down-20140521-story.html>. Accessed August 2014.

VII. GEOLOGY AND SOILS: Would the project:

a) ***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.)*** **Less Than Significant Impact.** An update to the geotechnical report that was prepared for the 4-story mixed-use project that was approved for the site on July 19, 2016 was prepared for the site¹³. A copy of the updated geotechnical report is attached in Appendix B.

The site, like the majority of southern California, is located in a seismically active area. There are no known active faults either on or adjacent to the site. A designated Alquist Priolo Earthquake Fault Zone is not located within or adjacent to the site. The Upper Elysian Park fault, located approximately 4.3 miles from the site, is the closest known active fault to the project with a maximum magnitude of 6.7. The project will not be exposed to a greater risk of a rupture from the Upper Elysian Park fault or any other fault in the region than other existing development in the project area. The project would have a less than significant fault rupture impact.

- ii. ***Strong seismic ground shaking? Potentially Significant Unless Mitigation Incorporated.*** Because the project site is located in southern California and a seismically active area, the potential for strong ground motion at the project site is considered significant. Seismic related values are recommended in the soils report for use to design the proposed building structures. The following measure is recommended to reduce potential seismic impacts to less than significant:

Mitigation Measure No. 4 The seismic design related values provided in the soils report shall be incorporated into the design of all buildings as approved by the City Engineer prior to the issuance of a building permit.

- iii. ***Seismic-related ground failure, including liquefaction?*** **Less Than Significant Impact.** The entire City, including the project site, is located in an area that is subject to liquefaction. Ground water was not encountered during on-site borings to a maximum depth of 51.5 feet below the ground surface. Based on the laboratory test results on the clayey soil on the vacant automobile dealership site, the clayey soil beneath the site is not subject to liquefaction. The soils report did not identify any seismic-related ground failure issues associated with the development of the proposed mixed-use project. Similarly, any future development of the remaining parcels is not anticipated to have any significant seismic-related impacts. The project is not anticipated to have any significant seismic-related or liquefaction impacts.
- iv. ***Landslides?*** **No Impact.** The project site and the area surrounding the site are flat. There are no hills or other topographic relief features either on or adjacent to the site that would impact the project due to a landslide. The project site is not located within an area that is designated by the State of California as a Zone of Required Investigation for Earthquake-Induced Landslides. The project would not be exposed to or impacted by a landslide.

¹³ Geotechnical Report Update, 11640-11730 Valley Boulevard, APN: 8566-021-010-015, El Monte, California, Cal Land Engineering, March 12, 2019.

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- b) **Result in substantial soil erosion or loss of topsoil? Less Than Significant Impact.** The City will require the grading and construction contractor to install and maintain throughout project grading and construction all applicable City required short-term construction soil erosion control measures to reduce and minimize soil erosion impacts. The contractor would be required to submit a Storm Water Pollution Prevention Plan (SWPPP) with all applicable Best Management Practices (BMPs) that would be incorporated into the construction of the project and any other construction within the project site to reduce and minimize soil erosion. El Monte's Engineering Division would review the SWPPP and require the BMP's appropriate for the project to minimize soil erosion by the project. The requirement by the City for the contractor to incorporate mandated soil erosion control measures would minimize and reduce potential soil erosion impacts. The project would not have any significant soil erosion impacts.
- c) **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? Less Than Significant Impact.** The soils report that was prepared for the project site did not identify any unique geologic or soil conditions that would impact by the project with the exception of seismic activity as discussed in Section "VII.a.ii)" above. The implementation of Mitigation Measure No. 5 would reduce potential seismic impacts to less than significant.
- d) **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? No Impact.** Based on soil borings and a soil report that was prepared for the site the on-site near surface soils consist predominantly of silty fine sand (SM). In general, these soils exist in loose to medium dense condition. Underlying the surface soils, silty fine sand (SM), sand and silty sand (SP-SM) were disclosed in the borings to the depths explored (51.5 feet). These soils exist in the medium dense to dense and slightly moist to moist conditions and become denser as depth increases.¹⁴ There are no expansive soils identified on the site that could impact the construction of the project. The project would not be significantly impacted by expansive soil.
- e) **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 waste water? No Impact.** The existing commercial building and the former automobile dealership on the site are served by an existing underground public sewer system. The City would require the project to connect to and be served by the existing public sewer collection and treatment system. The City would not allow the project to use septic tanks or any other alternative wastewater disposal system for wastewater disposal for the project. The project would not have any septic tank or alternative wastewater disposal impacts.
- f) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? Potentially Significant Unless Mitigation Incorporated.** The El Monte General Plan does not identify the presence of any paleontological resources in El Monte. The project site was disturbed in the past to construct the former automobile dealership and commercial building on the site. Although the site has been disturbed in the past, the presence or absence of paleontological resources or unique geological features materials cannot be determined until grading of the proposed project occurs. The project site and immediate surrounding areas do not contain any known vertebrate paleontological resources. Although no paleontological resources are known to exist on site, there is a possibility that paleontological resources exist at sub-surface levels on the site and, if present, may be uncovered during project construction. Implementation of the following mitigation measure would ensure that if

¹⁴ Cal Land Engineering, Inc. dba Quarteck Consultants, Preliminary Foundation Design Recommendations, 11640-11710 Valley Boulevard, APN 8566-021-011-015, El Monte, CA, May 28, 2015, page 4.

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any such resources are found during construction of the proposed project, they would be handled according to the proper regulations and any potential impacts would be reduced to less than significant levels. The following mitigation measure will reduce potential paleontological impacts to less than significant.

Mitigation Measure No. 5 If any paleontological materials are encountered during the course of project development, all further development activities shall halt in the area of the discovery and the services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. The project developer shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report to the satisfaction of the Economic Development Director.

This measure is not considered deferral of mitigation because it establishes a performance standard that must be implemented. The project contractor shall submit written confirmation that they would comply with this mitigation measure.

VIII. GREENHOUSE GAS EMISSIONS: Would the project:

- a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Less Than Significant Impact.*** "Greenhouse gases" (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as "global warming." Greenhouse gases contribute to an increase in the temperature of the earth's atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal greenhouse gases (GHGs) are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. For purposes of planning and regulation, Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. AB 32 is one of the most significant pieces of environmental legislation that California has adopted. The major components of AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate "early action" control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California's GHG emissions be reduced to 1990 levels.

- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, to be achieved by 2020.
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, greater use of renewable energy and increased structural energy efficiency. Additionally, through the California Climate Action Registry (CCAR or the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e. company owned) and indirect sources (i.e. not company owned). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

Thresholds of Significance

Under CEQA, a project would have a potentially significant greenhouse gas impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,
- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

Emissions identification may be quantitative, qualitative or based on performance standards. CEQA guidelines allow the lead agency to “select the model or methodology it considers most appropriate.” The most common practice for transportation/combustion GHG emissions quantification is to use a computer model such as CalEEMod, which was used for the GHG analysis for the proposed project.

In September 2010, the SCAQMD Governing Board Working Group recommended a threshold of 3,000 MT CO₂e for all land use types. The 3,000 MT/year CO₂e threshold is used for the greenhouse gas emission analysis for the proposed project. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the project level.

Methodology

The CalEEMod Version 2016.3.2 software model was used to calculate the GHG emissions from all phases of the project for the year 2020, which is the scheduled date of project completion. The project's emissions were compared to the tier 3 SCAQMD draft screening threshold of 3,000 metric tons CO₂e per year for all land uses.

Project Greenhouse Gas Emissions

Construction Activity GHG Emissions

The build-out timetable for the project will be less than two years. During project construction, the CalEEMod2016.3.2 computer model calculates that project construction activities would generate the annual CO₂e emissions shown in Table 10.

Table 10
Construction GHG Emissions (Metric Tons CO₂e)

	CO ₂ e
Year 2022	403.1
Year 2023	1.3
Total	4.4.4
Amortized	13.5

*CalEEMod Output provided in Appendix A.

The SCAQMD GHG emission policy for construction activities amortizes emissions over a 30-year lifetime. As shown, the amortized GHG emissions from the project construction activities are less than significant.

Operational GHG Emissions

The total operational emissions of the project are shown in Table 11. As shown, the total GHG operational emissions are below the guideline threshold of 3,000 MTY CO₂e suggested by the SCAQMD.

Table 11
Operational GHG Emissions

Consumption Source	MT CO ₂ (e) tons/year
Area Sources*	19.5
Energy Utilization	186.7
Mobile Source	973.1
Solid Waste Generation	26.1
Water Consumption	43.1
Annualized Construction	13.5
Total	1,262.0
Guideline Threshold	3,000

- b) ***Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? Less Than Significant Impact.*** The City of El Monte has not developed or adopted a Greenhouse Gas Reduction Plan for the purpose to reduce GHGs. Therefore, the applicable GHG planning document for the project is AB-32.

The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels
- 2020: Reduce greenhouse gas emissions to 1990 levels
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006 that requires CARB to adopt rules and regulations that would achieve GHG emissions equivalent

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to statewide levels in 1990 by 2020 through an enforceable statewide emission cap, which were phased in starting in 2012.

The project's estimated GHG emissions meet the threshold for compliance with Executive Order S-3-05. The project's emissions also comply with the goals of AB 32. Because the project meets the current interim emissions targets/thresholds established by SCAQMD the project would also meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, the majority of the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the project would be required to comply with the regulations as they come into effect.

The project is also subject to the requirements of the California Green Building Standards Code. On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011. The Code is a comprehensive and uniform regulatory code for all residential, commercial and school buildings.

The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. The Code recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided they provide a minimum 65 percent diversion requirement. The code also provides exemptions for areas not served by construction and demolition recycling infrastructure. State building code provides the minimum standard that buildings need to meet to be certified for occupancy. Enforcement is generally through the local building official.

The California Green Building Standards Code (code section in parentheses) requires:

- Water Efficiency and Conservation [Indoor Water Use (4.303.1)].
- Water Efficiency and Conservation [Outdoor Water Use (4.304.1)].
- Construction Waste Reduction of at least 65 percent (4.408.1).
- Materials pollution control (4.504.1 – 4.504.6).
- Installer and Special Inspector Qualifications (702.1-702.2).

As discussed in Section "VIII.a)" above, the project is estimated to generate approximately 1,262.8 MTCO₂e per year and below the SCAQMD draft local agency threshold of 3,000 MTCO₂e per year. The project would be required by the City to comply with all applicable Green Building Standards. Therefore, the project would not significantly impact and conflict with any applicable plan, policy, or regulations to reduce GHG emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- a) ***Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Potentially Significant Unless Mitigation Incorporated.*** A Phase I Environmental Site Assessment (ESA)¹⁵ was prepared for the project site. A soil and vapor sampling investigation was also completed for the project site.¹⁶ A copy of both the Phase I ESA and soil and vapor sampling investigation is attached in Appendix C.

¹⁵ Phase I Environmental Site Assessment, Proposed Residential Development, 11640-11730 Valley Boulevard, El Monte, Los Angeles County, California, Terracon Consultants, Inc., June 10, 2020.

¹⁶ Environmental Soil and Vapor Sampling, 11640-11730 Valley Boulevard, Smith-Emery Geoservices, April 14, 2021.

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From 1928 to the late 1940s the project site was developed with three single-family residences on the western portion of the site and the eastern portion of the site was developed with orchards. The existing office building at 11730 Valley Boulevard was constructed in 1948 and the former auto sales and service buildings were constructed in the early 1960s. By the late 1970s the remaining western portions of the site were developed with the former automobile dealership buildings and improvements. The automobile dealership operated on the site to the mid-2000s when it became vacant. The vacant automobile dealership was demolished in 2017.¹⁷ The only improvements on the site currently include the existing commercial building at 11730 Valley Boulevard and the building pads and surface parking lot of the former automobile dealership.

During a site reconnaissance, a solid waste disposal dumpster was observed on the site. The dumpster did not represent a Recognized Environmental Concern (REC). In addition, numerous areas of asphalt and concrete patching were observed throughout the central and southwestern portion of the site. Prior to the demolition of the vacant automobile dealership buildings, the City of El Monte required the former drain, pits and/or clarifier to be filled with concrete or asphalt. Thus, the asphalt and concrete patches are associated with the former drains, pits and/or clarifiers that were filled prior to the demolition of the buildings on the site.¹⁸

A review of regulatory documents revealed the closure and removal of a former 1,000-gallon diesel underground storage tank (UST) and two former waste oil USTs (280-gallon and 550-gallon) and approximately 23 tons of impacted soils were removed in 1987. A Closure Certification letter dated September 15, 1992 was issued by the Los Angeles County Department of Public Works Environmental Program Division (LADPW-EPD). Based on a review of the LADPW-EPD, the status of the removed USTs and their regulatory closed status, the former on-site USTs represent a Historical REC (HREC), which does not constitute a REC to the site.

Summary

Based on the review of Phase I ESA, the following Historical Recognized Environmental Conditions (HRECs) and RECs were identified:

- Based on a review of the LADPW-EPD regulatory files, the removed status of the former three USTs (one 1,000-gallon diesel UST, one 550 waste oil UST, and one 280-gallon waste oil UST), and their regulatory closed status, the former USTs represent an HREC to the site.
- Based on the soil vapor concentration of PCE, bromodichloromethane, and chloroform (EGL; October 2013) above the current ESLs, there is a potential for vapor migration, which represents a REC.
- The concentrations of TPH-d, TPH-o, and PCE in soil samples exceeding the current ESLs of 260 mg/kg, 100 mg/kg, and 0.082 mg/kg, respectively represents a REC. The impacts appear to be limited to shallow soils at the site. However, there is a potential for other areas to be impacted due the site historical automotive repairing and servicing use and associated features not fully investigated (i.e. clarifiers, in-ground hydraulic lifts, sumps, and other features).

¹⁷ Ibid, page i.

¹⁸ Ibid, , page v-vi.

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Based on recommendations in the Phase I ESA to conduct further vapor migration study, the project applicant conducted soil and soil vapor sampling and analytical testing on the project site.¹⁹ Prior to the start of the soil and soil vapor sampling and analytical testing a proposed scope of work for the soil sampling and analytical testing was approved by the Los Angeles County Fire Department in a letter dated February 21, 2021. Based on the approved scope of work by the Los Angeles County Fire Department the proposed scope of work was completed.

Subsurface soils investigations were conducted at 27 locations on the project site to a depth of 10 feet below ground surface (bgs). Soil vapor investigations were conducted at 10 locations on the project site to depths that ranged from 2 to 47 feet bgs. The areas that were investigated included the former service bay areas, historical hydraulic hoists, former clarifier area, former paint booth, former compressor room, existing office building area, and other selected locations on the project site.

Based upon the results of the soil vapor data, there was evidence of the presence of fuel additives (Benzene, Naphthalene, Toluene, Xylenes, MIBK, and MEK,) and/or solvents (tetrachloroethylene [PCE]/trichloroethylene[TCE]) in twenty-five (25) soil vapor samples that were taken. In twenty (20) of the soil vapor samples the PCE concentrations ranged from 17.6 µg/m³ to 342 µg/m³ and exceed the California Department of Toxic Substance Control (DTSC) screening levels of air quality for residential development of 15.3 µg/m³ for PCE (AF-0.03). PCE is the only reported compound that exceeded the soil gas screening level for a residential receptor using the most conservative soil gas attenuation factor of 0.03. The highest PCE value at the shallowest sampling depth (soil vapor sample ID-SV-4-5') was 66.7 µg/m³, which is approximately 4.5 times higher than the PCE screening level of 15.3 µg/m³. For soil vapor sample ID-SV-6 the PCE in the 10-foot sample was 240 µg/m³ (no 5-foot sample). Based upon the vertical profiles at the other locations it is likely the PCE value would be less at 5-foot below ground surface (bgs). At the seven other vapor sample locations with 5-foot data, the PCE concentrations were all less than 23 µg/m³. This is only 50% above the most stringent screening level of 15 µg/m³.

Of the 27 locations where subsurface soils were investigated, petroleum hydrocarbons were not detected at 13 of the locations. Gasoline petroleum hydrocarbon was found in one soil sample in shallow subsurface soil (2 feet) at concentrations of 3.48 mg/kg, which is below the San Francisco Regional Water Quality Control Board (SFRWQCB) screening levels of 430 mg/kg. Diesel petroleum hydrocarbons were found in nine soil samples and petroleum hydrocarbons were found in 14 soil samples with the highest concentrations were 222 mg/kg and 1,020 mg/kg. However, the concentrations did not exceed the SFRWQCB levels of 260 mg/kg and 1,200 mg/kg. No PCBs were detected in any of the samples that had detectable petroleum hydrocarbons.

Various VOCs, Hexavalent Chromium, and Chlorinated Pesticides/Organochlorine Pesticides (OCPs) were detected in one soil sample. However, the levels were below the regulatory action levels. Polychlorinated Biphenyls (PCBs) were not detected in any of the soil samples that were analyzed. The pH in the soil samples ranged from 6.61 and 9.27 and within expected parameters. CAM 17 Total Metals were found in soils samples to be present at concentrations below levels that require hazardous waste characterization. Arsenic was identified in soil samples exceeding the regulatory action levels. However, these concentrations are below the acceptable California Background concentration of Arsenic. The STLC-lead was identified in two soil samples at concentrations below the DTSC California Hazardous Waste Classification.

¹⁹ Environmental Soil and Vapor Sampling, 11640-11730 Valley Boulevard, Smith-Emery Geoservices, April 14, 2021.

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Based on results of the soil and vapor sampling investigation and analytical testing no further environmental site investigation is recommended or required. However, a Soils & Soil Vapor Management Plan (Plan) should be prepared to facilitate media (soil/soil vapor) management during future excavation and construction at the site. The Plan would identify steps to be taken during the course of development in the event that indications of elevated vapors in ambient air, impacted soil (e.g. presence of staining, odors, etc.), and/or any abandoned buried structures (e.g. hydraulic hoist systems) are identified.

A letter from the Los Angeles County Fire Department concurred with the project applicant's consultant that the site has been adequately environmentally assessed on the condition that a soil/soil vapor management plan (SMP) is implemented at the site prior to on-site grading and construction activities.²⁰

The following measures are recommended.

Mitigation Measure No. 6 Prior to the issuance of a grading permit additional investigation to evaluate subsurface conditions associated with the identified RECs and conclusions of the investigation shall be provided to the City engineer for review. Recommendations by the City engineer for any further investigation and/or remediation shall be conducted as directed.

Mitigation Measure No. 7 A Media Management Plan addressing the issues associated with the historical use of the site for agriculture and automotive repairing services, reported TPH and PCE impacts above ESLs, subsurface investigations, and residual TPH concentrations remaining in place subsequent to the removal of the former on-site three USTs. The Media Management Plan shall be submitted to the City Engineer for approval prior to the issuance of a grading permit.

Mitigation Measure No. 8 A Soils & Soil Vapor Management Plan shall be prepared prior to the start of grading to facilitate media (soil/soil vapor) management during all excavation and construction activities. The Plan shall identify the steps that shall be taken during excavation and construction activities should indications of elevated vapors in ambient air, impacted soil (e.g. presence of staining, odors, etc.), and/or any abandoned buried structures (e.g. hydraulic hoist systems) are identified.

Compliance by the project contractor with all existing applicable state and county laws and regulations for the survey and proper removal and disposal of any on-site hazardous materials and implementation of the recommended mitigation measures would reduce potential hazardous material impacts to the public or the environment through the routine transport, use or disposal of hazardous materials to less than significant.

- 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? Potentially Significant Unless Mitigation Incorporated.** Based on the completed Phase I ESA and soil and vapor sampling investigation, the construction of the project would not create a significant hazard to the public or the environment with the incorporation of the recommended

²⁰ Los Angeles County Fire Department, Richard Clark, Supervisor, Site Mitigation Unit, Health Hazardous Materials Division, letter dated June 3, 2021.

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mitigation measures in Section “IX. a)” above. There is no use or activity associated with the operation of project that would create or release hazardous materials into the environment. The project would not have any hazard impacts to the public or environment involving the release of a hazardous material.

- c) **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? Potentially Significant Unless Mitigation Incorporated.** Based on the completed Phase I ESA and soil and vapor sampling investigation, the construction of the project would not create a significant hazard to the public or the environment with the incorporation of the recommended mitigation measures in Section “IX. a)” above. There is no use or activity associated with the operation of project that would create or release hazardous materials into the environment. The project would not have any hazard impacts to the public or environment involving the release of a hazardous material.
- d) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? Potentially Significant Unless Mitigation Incorporated.** The closest school to the site is the Willard F. Payne Elementary School located at 2850 Mountain View Road and approximately one-quarter mile southeast of the project. There are no other existing or planned schools within a quarter mile of the project. As stated in Section “IX.a)” above, the construction of the project could create a significant hazard to the students and administrators at Willard F. Payne Elementary School if pesticides and/or herbicides are present in the on-site soils. The incorporation of the mitigation measures in Section “IX.a)” above would reduce that potential impact to less than significant.

The storage, use and disposal of janitorial supplies that would typically be used to clean and maintain the residential units and public use areas would not impact the Willard F. Payne Elementary School or any other future school within one-quarter mile of project. The project would not have any significant hazardous impacts to schools.

- e) **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 create a significant hazard to the public or environment? No Impact.** Based on the Phase I ESA, the project site is not listed as a hazardous material site on the “Cortese” list pursuant to Government Code Section 65962.5. The project would not have a hazardous impact to the public or environment with the development of the site per Government Code Section 65962.5.
- f) **For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport, would the project result in a safety hazard or excessive noise for people working or residing in the project area? No Impact.** El Monte Airport is the closest airport to the site and approximately 1.5 miles northwest of the project. The project site is not located within the land use plan of the El Monte Airport as shown in the El Monte General Plan.²¹ The operations at the El Monte Airport would not have any safety or noise impacts to the proposed project.
- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? Less Than Significant Impact.** Valley Boulevard is a designated evacuation route by the General Plan.²² As such, Valley Boulevard is designated for use as an evacuation route by the public and emergency vehicles for use during a major City declared

²¹ El Monte General Plan, Figure PHS-26.

²² El Monte General Plan, Figure PHS-35.

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emergency. All project access points would have to meet City driveway standards for vehicular and emergency access would not interfere with or impact the evacuation route designation for Valley Boulevard.

- h) ***Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? No Impact.*** Based on the analysis in Section "XIX.a)" in this MND, the City of El Monte is not located within a Very High Fire Hazard Severity Zone or a Moderate, High or Very High fire hazard zone.²³ See Section "XIX.a)" for a detailed discussion and analysis. Because the project is not within any designated wildland fire areas the project would not be exposed to or impacted by a wildland fire.

X. HYDROLOGY AND WATER QUALITY: Would the project:

- a) ***Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? Less Than Significant Impact.*** A Preliminary Hydrology Study & Drainage Analysis²⁴ and Preliminary Low Impact Development (LID) analysis²⁵ were prepared for the project and are attached in Appendix D.

The project could discharge silt from the site during grading and construction activities, especially if construction occurs during the winter months when rainfall typically occurs. The City would require the project contractor to prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with California State Water Resources Control Board (State Water Board), Order No. 2010-0014 -DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 (Permit). The SWPPP would require the contractor to implement Best Available Technology Economically Achievable measures to reduce and eliminate storm water pollution from all construction activity through the implementation of Best Management Practices (BMPs).

The purpose of the SWPPP is to identify pollutant sources that may affect the quality of the storm water that would be discharged from the site during all construction activity. The SWPPP would require the contractor to identify, construct, and implement the storm water pollution prevention measures and BMPs that are necessary to reduce pollutants that are present in the storm water that is discharged from the site during construction. The SWPPP would include specific BMPs that must be installed and implemented prior to the start of construction. The installation and maintenance of all required BMPs by the contractor during construction would reduce potential water quality impacts to less than significant.

The project developer would also be required to have a LID approved by the City prior to the start of grading. The project applicant has prepared a preliminary LID that identifies the installation of a biofiltration system that will capture low stormwater flows from the project to control the pollutants that are anticipated to be generated by the project from entering the storm water runoff from the site. The installation of regular maintenance of the required SWPPP and LID would reduce storm water runoff pollutants generated from the site during both project construction and the life of the project to a level of less than significant.

²³ http://frap.fire.ca.gov/webdata/maps/los_angeles/fhszs_map.19.pdf

²⁴ Preliminary Hydrology Study & Drainage Analysis, 11640-11730 Valley Boulevard, El Monte, CA, Cal Land Engineering, Inc., dba Quarteck Consultants, July 29, 2021.

²⁵ Preliminary Low Impact Development, 11640-11730 Valley Boulevard, El Monte, CA, Cal Land Engineering, Inc., dba Quarteck Consultants, July 29, 2021.

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- b) ***Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? Less Than Significant Impact.*** The project would require the use of water for dust suppression during demolition of the existing commercial building at 11730 Valley Boulevard and other on-site improvements, grading and construction of the proposed development. The amount of water that would be required to control dust during demolition, grading and construction is not anticipated to significantly impact existing groundwater supplies.

The site currently is almost completely impermeable due to the existing commercial building, former automobile dealership concrete building pads and parking lots. There is minimal permeable area for rainfall percolation and absorption into the underlying soil. As a result, almost all on-site rainfall is discharged to the local storm drain system as surface water runoff. The project currently discharges approximately 7.25 cubic feet per second (cfs) total of rainfall for a 50-year storm to Valley Boulevard and La Madera Avenue and is estimated to generate approximately 8.06 cfs total of rainfall for a 50-year storm to Valley Boulevard and La Madera Avenue once the project is completed, an increase of 0.81 cfs. Therefore, the project would discharge approximately 1.65 cfs less runoff to Valley Boulevard and approximately 2.46 cfs more runoff to La Madera Avenue with the project. A sump pump is proposed for the project that would store project runoff to La Madera Avenue and regulate the discharge of runoff equal to the same volume of runoff (0.72 cfs) to La Madera Avenue as the existing condition.²⁶

The project proposes landscaping for required property line setbacks that will be available for rainfall and landscape irrigation to percolate into the local soil. Because the existing vacant site essentially has no permeable area for rainfall absorption, the project would have a positive impact to the local groundwater by providing landscaped areas for groundwater recharge that does not presently exist. This portion of the City receives its water from the San Gabriel Valley Water Company (Company). The Company receives approximately 75% of its water supply from groundwater pumping and the balance from the State Water Project and the Colorado River. The project would increase the amount of permeable land available to recharge the local groundwater compared to the existing conditions. Thus, the project would not deplete groundwater supplies, but would incrementally increase groundwater supplies. The project would have a less than significant impact on groundwater supplies.

- 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? Less Than Significant Impact.*** As discussed in Section "X.a)" above, the project could discharge silt from the site during grading and construction activities, especially if construction occurs during the winter months when rainfall typically occurs. The City will require the project contractor to prepare a LID and SWPPP that will require the contractor to implement BMPs to reduce and eliminate storm water pollution from all construction activity. The installation and maintenance of all BMPs required by the SWPPP by the contractor during construction will reduce potential water quality impacts to 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? Less Than Significant Impact.*** The surface runoff on the site currently drains in a northerly direction to the existing curb and gutter system in Valley Boulevard. Once in

²⁶ Preliminary Hydrology Study & Drainage Analysis, 11640-11730 Valley Boulevard, El Monte, CA, Cal Land Engineering, Inc., dba Quartech Consultants, July 29, 2021, page 2.

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Valley Boulevard, surface water currently drains to the west and empties into a catch basin along the west side of Valley Boulevard adjacent to the site. The proposed project will maintain the existing on and off-site drainage pattern with all surface water flows draining to Valley Boulevard. The surface water runoff of the project will maintain the existing drainage pattern and discharge surface water to the curb and gutter in Valley Boulevard. As a result, the existing on-site drainage patterns will not be significantly altered by the project. The existing drainage patterns associated with the other existing businesses on the project site will not be altered or changed by the project.

The proposed storm drain collection system and the biofiltration system will adequately control the post-development runoff of the project. Based on the hydrology report and LID analysis the project generated runoff will not result in any on- or off-site flooding.

- 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?*** **Less Than Significant Impact.** Based on the preliminary hydrology report the project will generate approximately 0.81 cfs more surface water runoff from the site compared to the existing condition. The project will generate approximately 8.06 cfs of runoff for a 50-year storm compared to 7.25 cfs under current conditions, an increase of 0.81 cfs. The project would discharge approximately 1.65 cfs less runoff to Valley Boulevard and approximately 2.46 cfs more runoff to La Madera Avenue with the project. A sump pump is proposed for the project that would store project runoff to La Madera Avenue and regulate the discharge of runoff equal to the same volume of runoff (0.72 cfs) to La Madera Avenue as the existing condition. The project also proposes open space areas throughout the site for water percolation, including landscaped set-backs along the project boundary, a tot lot and landscaping throughout the project to allow stormwater to percolate into the soil compared to the existing condition that has minimal area for storm water percolation. Because the project will provide more pervious area for storm water compared to the existing condition, the project will generate less storm water runoff to the off-site storm drain collection system than the existing condition. The proposed biofiltration system will also retain first-flush surface water flows and allow those flows to percolate into the groundwater and reduce surface water runoff from the site. The proposed landscaped areas and the biofiltration system will reduce surface water runoff from the site compared to the existing condition and project runoff will not exceed the capacity of the existing storm drain facilities in Valley Boulevard that currently serve the site.

The project will be required to treat surface water runoff prior to its discharge to meet Regional Water Quality Control Board water quality requirements and provide safeguards that surface water runoff does not provide sources of polluted runoff. As discussed in Section "X.a)" above, a SWPPP and LID analysis with BMPs will be installed and maintained to remove and prevent most project generated pollutants from the storm water prior to being discharge from the site into the local storm drain system. The installation and maintenance of the BMPs and LID will reduce and filter most project runoff pollutants. The project will not significantly change and impact surface water quality.

- iv ***Impede or redirect flood flows?*** **No Impact.** The project site is located in flood zone X and outside the 100-year flood plain of the San Gabriel and Rio Hondo rivers. The project does not propose and will not alter the existing drainage patterns on the site or any other flows that will impede or redirect flood flows and impact the project.
- d) ***In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*** **No Impact.** There are no water bodies, such as lakes, water tank, etc. adjacent to or upstream of the site that could impact the project due to a seiche. The project site is more than 25 miles east of the

Pacific Ocean and 280 feet above sea level. The site would not be impacted by a tsunami. As stated in the El Monte General Plan²⁷ the City of El Monte is in a flood inundation area of the Santa Fe Dam and Reservoir that is upstream and northeast of El Monte. The actual potential and severity for flooding due to dam breach is remote and depends on the speed of inundation, location and nature of the dam failure, and topography. The damage associated with flooding could also be reduced by the containment effects on the floodwaters, if any, of the Irwindale gravel pits that border El Monte.²⁸ While there is some potential for the site to be inundated by a break in the Santa Fe Dam and Reservoir, the likelihood is minimal. The project would not be impacted by a flood hazard, seiche or tsunami.

- e) **Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? Less Than Significant Impact.** The project developer has prepared a LID analysis and will be required by the City to install and implement all proposed water quality collection and surface water runoff treatment measures in the LID to protect the quality of surface water generated from the site. The project would not conflict with or obstruct water quality control measures mandated by the state.

The City of El Monte has an adopted Urban Water Management Plan (UWMP)²⁹. The UWMP provides a detailed summary of present and future water resources and demands and provides an assessment of the City of El Monte's water resource needs. The UWMP provides water supply planning for a 25-year planning period in five-year increments and identifies water supplies needs to meet existing and future demands. The City gets 100 percent of its annual water supply from the Main Basin of the entire valley floor of the San Gabriel Valley with the exception of the Raymond Basin and Puente Basin.³⁰

The UWMP analyzed the future water demand for the City based on the reliability of its existing source of water. Based on the UWMP the City's continued use of groundwater is determined to be adequate.³¹ The project will continue to allow rainfall to percolate into the on-site soils and recharge the local groundwater where the Company receives approximately 75% of its water supply that would serve the project. Therefore, the project would not significantly impact the UWMP, the City's or the Company's future sources of water supply.

XI. LAND USE AND PLANNING: Would the project:

- a) **Physically divide an established community? No Impact.** The project is an infill site surrounded by commercial and residential development. The project would not divide or significantly impact any of the established commercial and residential communities adjacent to the site. The project would have no impact to an established community.
- b) **Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? Less Than Significant Impact.** The land use designation for the site is Mixed/Multi Use and the zoning is MMU. The MMU zone development regulations allow the development of mixed use projects consisting of retail and residential uses within the same building.³²

²⁷ El Monte General Plan, Public Health and Safety Element, page PHS-14.

²⁸ Ibid.

²⁹ City of El Monte 2010 Urban Water Management Plan, June 14, 2011.

³⁰ Ibid, page 4-3.

³¹ Ibid, page 5-1.

³² El Monte Municipal Code, Table 17.45.038A.

Per the El Monte Municipal Code, Chapter 17.45, the MMU zone allows the following development on the project site:

1. Minimum density (residential uses) 25 du/ac. Minimum density for residential uses expressed as dwelling units per acre. Density is incentivized through land assembly/lot consolidation. See Section 17.45.040 for lot area per dwelling unit.
2. Maximum density (residential uses) 35 du/ac. Maximum density for residential uses expressed as dwelling units per acre. The maximum density of 35 dwelling units on a one-acre lot with established percentages of open space required. It is not intended that lots less than one acre in size provide housing at the maximum density of the zone.
3. Maximum intensity (nonresidential uses) 1.0 FAR. Maximum floor area ratio (FAR) for nonresidential uses. Podium and underground parking is not counted toward floor area ratio (FAR).

The project proposes a density of 29.5 units/acre and meets the density allowed by the MMU zone. The FAR of Lot A is 1.92 and Lot B is 1.02. The project also proposes 2,400 square feet of community space in the podium building in Lot A that can be used by project residents for meetings and gatherings such as birthday parties, social events, etc. The proposed community space would not exceed the maximum allowable 1.0 FAR for nonresidential use. The project would not have any significant land use impacts with the Mixed/Multi Use and MMU zoning for the site.

XII. MINERAL RESOURCES: Would the project:

- 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 Impact.** The project site is located in Mineral Resource Zone 2 (MRZ-2) as designated by the State of California.³³ MRZ-2 is an area where geologic data indicate that significant PCC (Portland Concrete Cement)-grade aggregate resources are present. While the site is in MRZ-2, the El Monte General Plan does not show that any important minerals are located either on or adjacent to the site and there are no mining operations either on or adjacent to the site. The geotechnical feasibility report that was prepared for the site did not identify the presence of any mineral resources. The project would not result in the loss of an important mineral resource and have no mineral resource impacts.
- 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? No Impact.** See Response to Section "XII.a)" above.

XIII. NOISE: Would the project result in:

- a) **Generation of 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? Less Than Significant Impact.** A noise report³⁴ was prepared for the project. A copy of the noise report is attached in Appendix E.

³³ ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf.

³⁴ Noise Impact Analysis, Valley Boulevard Multi-Family Residential Project, Giroux & Associates, April 24, 2019.

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Temporary Noise

Temporary construction noise impacts vary markedly due to the noise strength of the various types of construction equipment and ranges widely as a function of the equipment and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated by large, earth-moving equipment that is typically used during project demolition and grading. Other types of construction equipment used during building construction and paving is less noisy compared to demolition and grading equipment.

In 2006, the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model that includes a national database of construction equipment reference noise emissions levels. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power during a construction phase. The usage factor is a key input variable that is used to calculate the average Leq noise levels.

Construction noise represents a short-term impact on the ambient noise levels both on the site and the adjacent surrounding communities. Noise generated by the equipment that would be used for demolition and construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. The existing noise-sensitive uses in the immediate project vicinity would be exposed to increased noise levels from the on-site construction activities. In typical construction projects, including the proposed project, the loudest noise generally occurs during demolition and grading activities because they involve the largest pieces of construction equipment. The maximum noise levels that are generated by the construction equipment that would be used during project construction by construction phase are shown in Table 12. The construction equipment noise levels shown in Table 12 are maximum sound levels (Lmax), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 12
Construction Equipment Noise Levels

Phase Name	Equipment	Usage Factor ¹	Measured Noise @ 50 feet (dB)	Cumulative Noise Level @ 50 feet (dB))
Demolition	Dozer	40%	82	78
	Concrete Saw	20%	90	84
	Loader/Backhoe	37%	78	74
Grading	Grader	40%	85	81
	Dozer	40%	82	78
	Loader/Backhoe	37%	78	74
Building Construction	Forklift	20%	75	68
	Gen Set	50%	81	78
	Loader/Backhoe	37%	78	74
	Crane	16%	81	73
	Welder	46%	74	71
Paving	Paver	50%	77	74
	Paving Equip	40%	76	72
	Roller	38%	80	76

Source: FHWA's Roadway Construction Noise Model, 2006

¹Estimates the fraction of time each piece of equipment is operating at full power during a construction operation

As shown, the highest noise levels generated during the construction of the project would typically range from approximately 75 to 90 dBA Lmax at a distance of 50 feet from the noise source. Typical hourly average construction generated noise levels are approximately 68 dBA to 84 dBA Leq measured at a distance of 50 feet from the source. Construction generated noise levels drop off at a rate of approximately 6 dBA per the doubling of the distance between the source and the receptor. The shielding of the construction noise by buildings or terrain can often result in lower construction noise levels at a receptor. The potential for construction-related noise to adversely affect nearby residential receptors would depend on the location and proximity of construction activities to an off-site receptor.

Demolition

The project would not require an extensive amount of demolition since the former vacant auto dealership has been demolished. The demolition activities would include the demolition of the 1,800 square foot commercial building at 11730 Valley Boulevard and the building pads and parking lot of the former auto dealership. The construction equipment that would be required to demolish the existing on-site improvements would include backhoes, a dozer, and a concrete saw. At a distance of 25 feet to the closest residence the noisiest piece of demolition equipment, which would be a concrete saw, could generate noise levels of 90 dBA Leq. However, the noise generated by a concrete saw and other demolition equipment would operate intermittently and not for a significant length of time in close proximity to a sensitive use.

Grading

Grading is estimated to occur over a period of 6 days. The operation of grading equipment at the nearest property line could generate noise levels of up to 90 dBA at the facade of the closest off-site residence. The interior noise level of the closest off-site residence to the site would be approximately 25 dBA lower assuming that all windows are closed. Although the noise levels that would be generated during project grading would be noticeable to the residents closest to the site to the west, the noise levels would be temporary and occur only when heavy equipment operates at the closest property line to the residents.

Ambient Noise

Noise Fundamentals

Sound is a pressure wave created by a moving or vibrating source that travels through an elastic medium such as air. Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and in extreme circumstances, hearing impairment.

The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the “A-weighted” noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA.

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound

from point sources, such as air conditioning condensers, radiates uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as a doubled traffic volume, would increase the noise levels by 3 dBA; halving of the energy would result in a 3 dBA decrease. Figure 14 shows the relationship of various noise levels to commonly experienced noise events.

Average noise levels over a period of minutes or hours are usually expressed as dBA Leq, or the equivalent noise level for that period of time. For example, Leq(3) would represent a 3-hour average. When no period is specified, a one-hour average is assumed.

Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (Ldn). CNEL is a 24-hour weighted average measure of community noise. CNEL is obtained by adding five decibels to sound levels in the evening (7:00 PM to 10:00 PM), and ten decibels to sound levels at night (10:00 PM to 7:00 AM). This weighting accounts for the increased human sensitivity to noise during the evening and nighttime hours. Ldn is a very similar 24-hour average measure that weights only the nighttime hours.

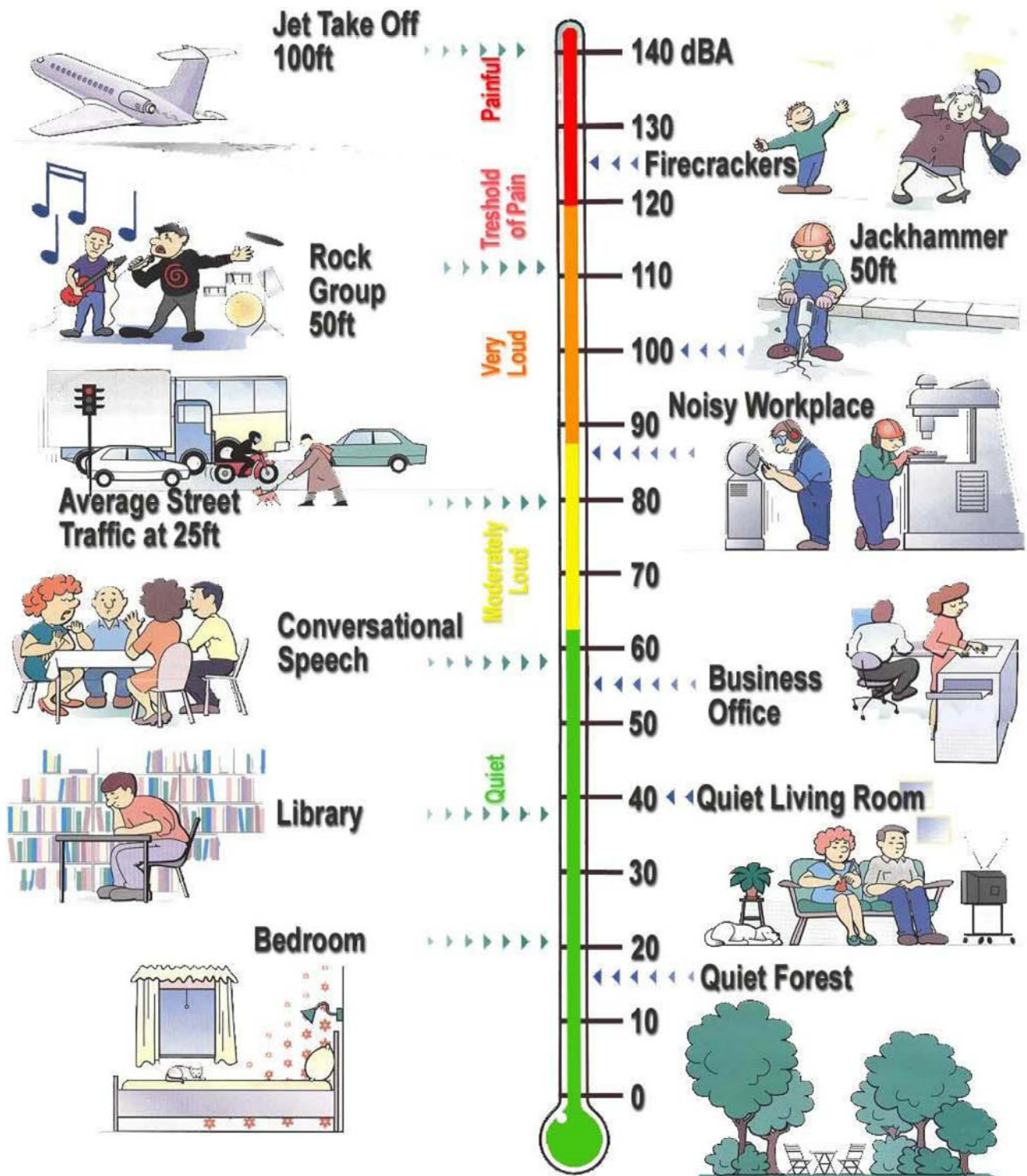
It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA; a change of 5 dBA is readily perceptible, and an increase (decrease) of 10 dBA sounds twice (half) as loud. This definition is recommended by the California Department of Transportation's Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013).

Ambient Noise Measurements

The project is located in an urbanized area and exposed to noise from vehicular traffic on Valley Boulevard that is adjacent to the site. Traffic noise from Interstate State 10 that is approximately one-quarter mile northeast of the site and traffic noise from other adjacent streets, daily activities associated with the operation of surrounding commercial and residential uses extend onto and affect existing noise levels on the site. The existing commercial use on the site generates minimal noise.

The City of El Monte considers noise compatibility standards in evaluating land use projects. A proposed land use must be shown to be compatible with the ambient noise environment, particularly for noise sources over which direct City control is preempted by other agencies. As shown in Figure 15, City of El Monte Noise Compatibility Guidelines, community noise exposures are recommended as normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable for various classes of land use sensitivity. The City of El Monte guidelines recommend an exterior noise exposure of less than 60 dB CNEL in usable outdoor space for residential noise sensitive uses as "normally acceptable" and up to 70 dB CNEL are considered "conditionally acceptable" and may be permitted if noise mitigation is included in the design.

Although the El Monte guidelines allows exterior noise levels of up to 70 dB CNEL, a noise level of 65 dB is the level that ambient noise begins to interfere with one's ability to carry on a normal conversation at a



Source: Bruel & Kjaer 2001

Figure 14
Weighted Sound Levels and Human Response





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Figure 15
City of El Monte Noise Compatibility Guidelines

Land Use	Community Noise Exposure (Ldn or CNEL)					
	55	60	65	70	75	80
Residential						
Transient Lodging – Motel, Hotel						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters ¹						
Sports Arena, Outdoor Spectator Sports ¹						
Playgrounds, Parks						
Golf Course, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial, and Professional						
Industrial, Manufacturing, Utilities, Agriculture						

Source: Modified by Cotton/Bridges/Associates from 1998 State of California General Plan Guidelines.

-  **Normally Acceptable:** Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements.
-  **Conditionally Acceptable:** New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design.
-  **Normally Unacceptable:** New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design.
-  **Clearly Unacceptable:** New construction or development clearly should not be undertaken.

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reasonable separation without raising one's voice. A noise exposure of 65 dB CNEL is typically recommended as the exterior noise land use compatibility guideline for new residential dwellings in California. CNEL-based standards generally apply to usable outdoor recreational space at backyards, patios or balconies. Interior exposures of noise-sensitive uses are controlled through adequate structural attenuation.

An interior CNEL of 45 dB is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for multiple family dwellings and hotel and motel rooms. In 1988, the State Building Standards Commission expanded that standard to include all habitable rooms in any residential use, included single-family dwelling units. Since normal noise attenuation within residential structures with closed windows is 25-30 dB, an exterior noise exposure of 70-75 dB CNEL allows the interior standard to be met without any specialized structural attenuation (dual paned windows, etc.), but with closed windows and fresh air supply systems or air conditioning in order to maintain a comfortable living environment.

Noise Standards

For noise generated on one property affecting an adjacent use, the City of El Monte limits the amount of noise crossing the boundary between the two uses. For regulated on-site sources of noise generation, the El Monte noise ordinance prescribes limits that are considered an acceptable exposure for residential uses in proximity to regulated noise sources. The L_{50} metric used in the El Monte noise ordinance is the level exceeded 50% of the measurement period of thirty minutes in an hour. One-half of all readings may exceed this average standard with larger excursions from the average allowed for progressively shorter periods. The larger the deviation, the shorter the allowed duration up to a never-to-exceed 20 dB increase above the 50th percentile standard. Nighttime noise levels limits are reduced by 5 dB to reflect the increased sensitivity to noise occurring during that time period.

The City L_{50} noise standard is 65 dB during the day (7 a.m. – 10 p.m.), and 60 dB at night (10 p.m. – 7 a.m.). These noise standards are shown in Table 13. The Municipal Code also states that if a residential use is located within a commercial or industrial zone, the ambient noise level shall not exceed 50 dBA between the hours of 10 P.M. and 7 A.M.

Public agencies typically allow for a relaxation of noise standards if the baseline noise levels already exceed the noise levels shown in Table 13. If the ambient noise level is greater than the identified noise standards, the noise standard becomes the ambient noise level.

Table 13
EL Monte Noise Ordinance Limits
(Exterior Noise Level Not To Be Exceeded)

Zone	Day 7:00 A.M. to 10:00 P.M.	Night 10:00 P.M. to 7:00 A.M.
Single-family	50 dBA	45 dBA
Multifamily	55 dBA	50 dBA
Commercial	65 dBA	60 dBA
Industrial	70 dBA	70 dBA

Source: El Monte Municipal Code Section 8.36.040

Baseline Noise Levels

A short-term on-site noise measurement was taken to document the existing baseline noise level on the site and the project area. The baseline noise levels are used to calculate the future noise levels by the project to the surrounding community and noise from the surrounding community on the project. Noise monitoring was conducted Tuesday, April 23, 2019 at approximately 1:15 P.M. at the locations shown on Figure 16. The noise levels that were measured at the location are shown in Table 14.

Table 14
Measured Noise Levels (dBA)

Measured Noise Levels	Leq	Lmax	Lmin
Meter 1 – Near McDonalds	57	74	51
Meter 2 – Near La Madera Avenue	55	65	45

Noise Meter 1 is representative of noise levels along the project perimeter closest to Valley Boulevard, the I-10 freeway and the McDonalds restaurant. Approximately 100 feet from the Valley Boulevard centerline the existing noise levels are calculated to be approximately 59-60 dBA CNEL.

The project is approximately 550 feet south of the centerline of I-10. The freeway is elevated and there are intervening structures between the freeway and the project such that on-site noise levels are within the noise thresholds for residential development.

Noise Level Significance Criteria

Noise impacts are considered significant if:

1. They create violations of noise standards, or;
2. They substantially worsen an already excessive noise environment, or;
3. They substantially increase an existing quiet environment even if noise standards are not violated by the proposed action.

According to the current CEQA Appendix G guidelines, noise impacts are considered potentially significant if they:

- Expose persons to generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Noise levels exceeding the City of El Monte Noise Standards would be considered significant.

While the term "substantial increase" is not accurately defined, the limits of perceptibility by ambient grade instrumentation (sound meters) or by humans in a laboratory environment is approximately 1.5 dB. Under ambient conditions, people generally do not perceive a change in the noise level until there is a 3 dB difference. A threshold of 3 dB is commonly used to define "substantial increase." An increase of +3 dBA CNEL in traffic noise would be considered a significant impact.

Figure 16
Noise Meter Location



Off-Site Project-Related Vehicular Noise Impacts

Long-term noise concerns from the residential use at the project site can be derived from vehicular operations on roadways in the project area. The California specific vehicle noise curves (CALVENO) in the federal roadway noise model (the FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108) was used to address the potential off-site vehicular noise impacts to the project,

Table 15 summarizes the 24-hour CNEL level at 50 feet from the roadway centerline along area roadway segments. Two traffic years were evaluated; existing conditions (“with project” and “without project”), and year 2022, (“with project” and “without project”).

Table 16 shows the traffic noise level increase by the project in the existing and opening year conditions does not significantly increase. Because the area is mostly built out, the addition of project traffic to area roadways will not significantly impact any existing land use. The greatest project related traffic noise level increase is +0.5 dB CNEL at 50 feet from the La Madera Avenue centerline and most segments show no discernable impact. The cumulative analysis, which compares “future with project” to “existing” conditions, shows a maximum impact of +1.0 dB CNEL at 50 feet from roadway centerline. These noise level increases by the project are less than the +3 dB significance threshold. Therefore, the project and cumulative traffic noise levels will be less than significant.

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Table 15
Traffic Noise Impact Analysis
(dBA CNEL at 50 feet from centerline)

Roadway Segment		Existing No Project	Existing With Project	Baseline No Project	Baseline With Project
Valley Blvd./	Meeker Ave. and Peck Rd.	69.1	69.2	69.4	69.4
	W. of Site	70.0	70.1	70.2	70.3
	E. of Mountain View	69.1	69.1	69.3	69.3
Garvey Ave./	S. of Meeker Ave.	67.8	67.8	68.3	68.3
	N. of Cogswell Rd.	66.6	66.6	67.1	67.1
Mtn. View Rd./	Garvey-Valley Blvd.	64.4	64.4	64.6	64.6
La Madera Ave./	Asher-Valley Blvd.	55.5	56.0	55.7	56.2
Peck Road/	Concert St-Meeker Ave.	69.1	69.1	69.4	69.4
	N. of Valley Blvd.	70.6	70.6	70.8	70.8

Table 16
Project Noise Impact (dBA CNEL at 50 feet from centerline)

Segment		Project Impact Existing	Project Impact Baseline Year
Valley Blvd./	Meeker Ave. and Peck Rd.	0.1	0.0
	W. of Site	0.1	0.1
	E. of Mountain View	0.0	0.0
Garvey Ave./	S. of Meeker Ave.	0.0	0.0
	N. of Cogswell Rd.	0.0	0.0
Mtn View Rd./	Garvey-Valley Blvd.	0.0	0.0
La Madera Ave./	Asher-Valley Blvd.	0.5	0.5
Peck Road/	Concert St-Meeker Ave.	0.0	0.0
	N. of Valley Blvd.	0.0	0.0

On-Site Vehicular Noise Impacts

Although the City of El Monte guidelines allows exterior noise levels of up to 70 dB CNEL, a noise level of 65 dB is the level the ambient noise begins to interfere with normal conversation at a reasonable separation without raising one's voice. A noise exposure of 65 dB CNEL is often the exterior noise land use compatibility guideline for new residential dwellings in California.

Valley Boulevard is adjacent to and northeast of the project. The future noise level with project traffic on this section of Valley Boulevard is calculated to be less than 70 dB CNEL at 50 feet from the centerline. Some of the residential units have balconies that face Valley Boulevard. However, the

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balconies are recessed into the buildings such that both sides of the balconies are blocked by the building itself. Because the directional traffic noise at the balconies is reduced, a -3 dBA CNEL reduction can be taken due to the proposed building design.

The closest building facade to Valley Boulevard is setback approximately 55-60 feet from the centerline of Valley Boulevard. The calculated noise levels on the balconies are 61 dB CNEL without taking into account the -3 dBA reduction due to the side shielding by the building. As a result, the noise levels on the balconies would not exceed the 65 dB CNEL noise threshold.

Recreational uses proposed for the project may be also considered to be common space. These common areas are located either indoors or interior to the complex such as the garden, tot-lot, clubhouse, theater and spa. Most jurisdictions do not require noise protection for individual recreational space if noise-protected common space is provided,, which is the case with this project.

The interior residential noise standard is 45 dB CNEL. For typical wood-framed construction with stucco and gypsum board wall assemblies, the exterior to interior noise level reduction is as follows:

- Partly open windows – 12 dB
- Closed single-paned windows – 20 dB
- Closed dual-paned windows – 30 dB

The use of dual-paned windows is required by the California Building Code (CBC) for energy conservation in new residential construction. Interior noise level standards will be met as long as residents have the option to close their windows. Where window closure is needed to shut out noise, supplemental ventilation is required by the CBC with some specified gradation of fresh air. Central air conditioning or a fresh air inlet on a whole house fan would meet this requirement.

Based on the noise study the noise levels generated by the project would not impact surrounding land uses. Furthermore, the project would not be significantly impacted by traffic noise on either Valley Boulevard, I-10 or La Madera Avenue. Therefore, project noise impacts would be less than significant.

- b) **Generation of excessive ground borne vibration or ground borne noise levels? Potentially Significant Unless Mitigation Incorporated.** The project site is surrounded by commercial and residential development and two public streets (Valley Boulevard and La Madera Avenue). The operation of grading and construction equipment near the west project boundary could generate short-term vibration impacts to the adjacent residences, which are considered to be vibration sensitive.

Vibration is a trembling, quivering, or oscillating motion of the earth. Like noise, vibration is transmitted in waves, but in this case through the earth or solid objects rather than the air. Unlike noise, vibration is typically at a frequency that is felt rather than heard. Vibration can be either natural (e.g., earthquakes, volcanic eruptions, sea waves, or landslides) or man-made (e.g., explosions, the action of heavy machinery, or heavy vehicles such as trains).

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. The effects of ground-borne vibration include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Within the “soft” sedimentary surfaces of much of Southern California, ground vibration is quickly damped. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Vibration thresholds have been adopted for major

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public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance.

As with noise, vibration can be described by both its amplitude and frequency. Amplitude may be characterized in three ways, including displacement, velocity, and acceleration. Particle displacement is a measure of the distance that a vibrated particle travels from its original position and, for the purposes of soil displacement, is typically measured in inches or millimeters. Particle velocity is the rate of speed at which soil particles move in inches per second or millimeters per second. Particle acceleration is the rate of change in velocity with respect to time and is measured in inches per second or millimeters per second. Typically, particle velocity (measured in inches or millimeters per second) and/or acceleration (measured in gravities) are used to describe vibration.

Vibration is most commonly expressed in terms of the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. The range of vibration decibels (VdB) is as follows:

- 65 VdB - threshold of human perception
- 72 VdB - annoyance due to frequent events
- 80 VdB - annoyance due to infrequent events
- 100 VdB - minor cosmetic damage

To determine the potential vibration impacts of project construction activities, estimates of vibration levels induced by the construction equipment at various distances are presented in Table 17.

Table 17
Vibration Levels from Project Construction Activities

Equipment	Approximate Vibration Levels (VdB)*			
	25 feet	40 feet	50 feet	100 feet
Large Bulldozer	87	83	81	75
Loaded Truck	86	82	80	74
Jackhammer	79	75	73	67
Small Bulldozer	58	54	52	46

* (FTA Transit Noise & Vibration Assessment, Chapter 12, Construction, 1995)

The on-site construction equipment that will create the maximum potential vibration is a large bulldozer. The stated vibration source level in the FTA Handbook for such equipment is 87 VdB at 25 feet from the source. The closest residence to the project site is 25 feet from the shared property line. With typical vibrational energy spreading loss, the vibration annoyance standard is met at 56 feet from the vibration source. Although less than the minor cosmetic damage threshold, the closest residence is within the annoyance threshold. Therefore, the effects of vibration perception such as rattling windows could occur at the nearest residential structure.

Large bulldozers are not anticipated to operate directly adjacent to the shared property line with the adjacent residents. Final grading at and near the property west and south property line should be performed with small bulldozers, which are shown above to have a 30 VdB or less vibration potential.

To ensure adequate vibration annoyance protection, the following mitigation measure is recommended to reduce construction activity vibration impacts to less than significant.

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Mitigation Measure No. 9 Small bulldozers only shall be permitted to operate within 56 feet of the nearest adjacent residential structures.

- c) ***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, would the project expose people residing or working in the project area to excessive noise levels? No Impact.*** The closest public airport to the project is the San Gabriel Valley Airport (formerly El Monte Airport) that is approximately 1.5 miles northwest of the project. The operations at the airport would not expose residents, employees or customers of the project to excessive noise levels associated with airport operations. The project would not be impacted by noise levels at the San Gabriel Valley Airport.

XIV. POPULATION AND HOUSING: Would the project:

- 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)? Less Than Significant Impact.*** The project proposes the development of 83 multi-family units. The property is vacant with the exception of an existing 1,800 square foot commercial building at the corner of Valley Boulevard and La Madera Avenue (11730 Valley Boulevard). Based on the multi-family units proposed for the site it is anticipated that many of the future project residents are existing El Monte residents and currently live in El Monte. Any existing El Monte residents that move to and relocate from their existing residence to the project would not increase the City's population. For those future project residents that live outside El Monte and move to the site, the City's population is not anticipated to increase significantly due to the relatively low number of future residents that would relocate to the City. However, should all of the project residents move to the project site from outside the City of El Monte, the project is estimated to result in a population increase of approximately 317 residents, or an increase of approximately 0.27%, which is insignificant.³⁵ The proposed 2,400 square feet of community space would be used by project residents for birthday parties and other social events for the residents and would not increase the number of residents of El Monte due to people relocating to the City. Because the project is not anticipated to result in a large number of people moving to El Monte, the project is anticipated to have a less-than-significant impact to the City's population growth.

California State Housing Element Law enacted in 1980 requires the Southern California Association of Governments (SCAG) and other regional councils of government in California to determine the existing and projected regional housing needs for persons at all income levels. SCAG is also required by law to determine each jurisdiction's share of the regional housing need in the six-county (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) Southern California region. State legislation and the Regional Housing Needs Assessment (RHNA) process are intended to address housing needs for projected state population and household growth, to create a better balance of jobs and housing in communities, and to ensure the availability of decent affordable housing for all income groups.

As the regional Council of Governments (COG) for Southern California, State law requires SCAG to "determine the existing and projected housing need for its region". SCAG takes the lead in overseeing the assessment by identifying measures to gauge housing demand and comparing those numbers against socioeconomic factors throughout the region.

³⁵ United States Census Quick Facts, person per household of 3.82 and a city population of 115,487 as of July 1, 2019, <https://www.census.gov/quickfacts/fact/table/elmontecitycalifornia,CA/HSD310219>

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The RHNA consists of two measurements: 1) existing need for housing, and 2) future need for housing. The existing need assessment examines key variables from census data, to measure ways in which the housing market is not meeting the needs of current residents. The future need assessment is determined by SCAG's growth forecast and public participation process.

The State's Housing Element law requires local governments to make plans to adequately address their share of existing and projected population growth, taking into consideration affordability of available and future housing. Recognizing that the most critical decisions regarding housing development, occur at the local level, through a City's General Plan, the Housing law seeks to adequately address housing needs and demands. The California Department of Housing and Community Development (HCD) enforce State Housing Element Law by requiring certified Housing Elements as part of every City's General Plan.

In the City's Housing Element, the RHNA allocation for 2014-2021 for El Monte is 1,142 units, which includes Very Low, Low, Moderate and Above Moderate affordability levels. Table 18 shows the City's RHNA needs by income. The City is required to ensure that the General Plan and Zoning Ordinance provide for the development of the 2,142 residential units.

Table 18
Regional Housing Needs Allocation 2014-2021

Needs Group	Housing Needs		
	New Construction	Rehabilitation	Preservation
Extremely Low	264	18	0
Very Low	265	19	128
Low	315	19	0
Moderate	352	0	0
Above Moderate	946	0	0
Total	2,142	56	128

Note:

1. Construction objectives represent the City's 2014-2021 RHNA.
2. Average 7 units per year (multiplied by 8 years) per the City's 2010/2014 Consolidated Plan objectives for Single-Family Housing Rehabilitation Programs and Multi-Family Housing Rehabilitation Programs.
3. The preservation objective is consistent with the City's total count of affordable units that could potentially be at-risk of converting to market rate.
4. 50% of Very Low-Income category

El Monte Housing Element

The El Monte Housing Element provides housing goals, policies and implementation programs to achieve the City's desired housing needs to ensure the adequate and affordable housing is available for residents, that neighborhoods support the desired quality of life in El Monte.

The housing goals from the Housing Element that are applicable to the project are provided below:

Goal 1

Sustainable neighborhoods evidenced by quality housing conditions, ample community services, exemplary public safety and security, quality public facilities and infrastructure and civic pride.

Policies

H-1.3 Community Amenities. Require adequate provision of public services and facilities, infrastructure, open space, adequate parking and traffic management, pedestrian and bicycle routes and public safety to create highly desirable neighborhoods.

H-1.5 Architectural Design. Require that all housing, either new or rehabilitated, is of exemplary design and construction quality through the development and implementation of building design standards and architectural review.

Goal 2

Adequate sites for new housing that crease a vibrant downtown, revitalize transportation corridors with quality housing, and motivate reinvestment and revitalization in neighborhoods.

Policies

H-2.1 Housing Sites. Provide adequate site through land use, zoning, and specific plan designations to allow single-family homes, apartments, mobile homes, and special needs housing.

H-2.2 Major Corridors. Direct the production of quality mixed/multiuse projects along major corridors, including Valley Boulevard, Durfee Road, Peck Road, and Garvey Avenue to allow for efficient land use practices, improved mobility and energy conservation.

H-2.3 Neighborhood Amenities. Require new residential projects to be adequately served by parks and recreation services, libraries, sanitary sewers and storm drains, transportation, public safety, and other public services and facilities.

H-2.5 Neighborhood Protection. Protect established single-family neighborhoods from the transition, intensification, and encroachment of nonresidential uses and higher density housing that detract and/or change the character of the neighborhood.

H-2.7 Architectural Design. Require architectural excellence through the exemplary use of materials, color, site planning, environmentally sustainable practices, building treatments, landscaping, and other best practices in concert with community expectations for quality.

Goal 3

A diversity of quality housing types and prices that meet the needs of residents, support the economic development and revitalization, and provide opportunities for residents of all ages and income levels.

Policies

H-3.7 Diverse Housing. Support the production of varied housing types, including single-family, townhomes, apartments, and special needs housing that are priced at levels affordable to all income levels.

H-3.8 Development Standards. Provide zoning, development standards and appropriate regulatory incentives to facilitate quality live-work, mixed use and other housing suited to different lifestyle needs.

Goal 4

Adequate rental, homeownership, and supportive services to individuals, families and those with special needs that will help them find and maintain affordable housing in the community.

Policies

H-4.2 Family Housing. Facilitate and encourage the development of larger market rate rental and ownership units for families with children, including lower and moderate income families, and the provision of supportive services such as child care.

HE-4.7 Fair Housing. Prohibit housing discrimination in all aspects affecting the sale, rental, or occupancy of housing based on individual or familial status or other arbitrary classification, and support the enforcement of fair housing laws.

The project meets the goals and policies of the Housing Element by providing market rate housing along a major corridor in El Monte with adequate infrastructure with quality design and architecture. The project allows the City to provide 83 Above Moderate income housing units towards its allocation to provide 2,142 residential units by 2021.

Housing Implementation Plan

The Housing Implementation Plan sets forth a variety of specific programs to achieve the General Plan vision and the housing goals and policies in the Housing Element. The applicable programs are described below:

Lot Consolidation

A number of infill parcels especially those that are identified as opportunity sites for mixed-use development are smaller and would benefit from lot consolidation. Individually, some of these smaller lots may not support the density of development that can be achieved through the joining (or consolidation) of multiple parcels. The City will provide technical assistance to property owners and developers in support of lot consolidation. In addition, the Planning Division will create incentives, such as reduction in setbacks, parking requirements, and other standards, as well as lowering of development fees to encourage higher densities, residential uses and lot consolidation in the Mixed/Multiuse Zone. The MMU zone development standards provide a graduated density scale based on parcel size to encourage voluntary private actions to consolidate lots and to facilitate quality infill residential development.

Objectives:

- Encourage lot consolidation of smaller parcels to accommodate projects at a minimum of 16 units per site with emphasis on parcels located in the El Monte Gateway Specific Plan and the newly established Mixed/Multiuse Zone.

5. Mixed/Multiuse Designation and Development Standards

Mixed/multiuse projects require careful planning to ensure that projects exhibit high quality, provide appropriate mitigation measures, and are compatible with one another and corridor sites.³⁶

The consolidation of the 0.95-acre parcel at 11730 Valley Boulevard with the larger 1.84-acre parcel meets the objective to consolidate smaller parcels to accommodate projects with a minimum of 16 units per site. In this case, the project proposes a total of 83 units on property that is zoned Mixed/Multiuse. The project meets this objective of the City of El Monte Housing Element.

The project meets all applicable goals and policies of the Housing Element. Therefore, the project would not have a significant impact to the City's population.

- b) ***Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? No Impact.*** There are no residential units on the project site. Therefore, the project would not have any impacts associated with displacing any people or housing units.

XV. PUBLIC SERVICES:

- a) ***Would the project 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:***

- i. ***Fire protection? Less Than Significant Impact.*** The El Monte Fire Department provides fire protection services for the City, including the project site. Fire Station 168 located at Cogswell Road in El Monte serves the site. The proposed mixed-use project could require fire protection services during construction due to accidents and other on-site emergencies. Once the proposed mixed-use project is constructed and operational, fire protection services such as fire safety inspections, emergency calls for accidents, fires, etc. will incrementally increase compared to the existing condition. While the project will require additional fire protection services, the increase will be incremental and not anticipated to be significant and impact the Fire Department's ability to continue to provide an adequate level of fire protection service to the community. The project applicant will be required to pay all applicable Fire Department Land Development fees prior to the issuance of building permits. The impact to fire protection services by the project will be less than significant.

- ii. ***Police protection? Less Than Significant Impact.*** The El Monte Police Department provides police protection services for the City, including the project site. The El Monte Police Department

³⁶ City of El Monte 2014-2021 Housing Element, December 17, 2013, page H-47.

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headquarters are located at 11333 Valley Boulevard, approximately one-half mile north of the project. Priority 1 calls have an average response time of 4.5 minutes. The proposed mixed-use project could require police protection services during construction to respond to theft, vandalism, accidents and other police emergencies. Once the project is constructed and operational, police services such as routine police patrols, vandalism, and other service calls will incrementally increase compared to the existing condition. While the project will require additional police protection services, the increase will be incremental and not anticipated to be significant and impact the Police Department's ability to continue to provide an adequate level of service to the community. The impact to police protection services by the project will be less than significant.

- iii. Schools? Less Than Significant Impact.** The project is located in the El Monte Union High School District, which serves students 9-12. El Monte High School at 3048 N. Tyler Avenue in El Monte would serve the project. The Mountain View School District would serve grades K-8. Students would attend Baker Elementary School located at 12043 Exline Street in El Monte and Madrid Middle School located at 3300 Gilman Road in El Monte. The project is estimated to generate approximately 16 students for grades 9-12 and 47 students to grades K-8. All the schools serving the project have capacity to accommodate the students that could be generated by the project.

The El Monte Union High School District would collect a developer fee not to exceed \$3.36 per square foot and disperse the fee to each feeder district, including the Mountain View School District. The project applicant would be required to pay the appropriate developer fee prior to the issuance of building permits. The developer fee will be used to off-set the costs of K-12 students that may be generated by development within the project site to either of the school districts that serve the project site. The payment of the required developer fee would reduce the impact of development within the project site to less than significant.

- iv. Parks? No Impact.** Based on El Monte Municipal Code Section 17.45.070 the project is not required to provide common open space. However, the project proposes 13,630 square feet of common open space, which includes a 2,130 square foot public plaza area, a 7,990 square foot podium deck in Lot A and a 3,410 square foot park in the west side of Lot B for use by project residents.

It is anticipated that any existing El Monte residents that move to the project would not significantly increase their use of existing City park and recreational facilities. For those residents that move to the site from outside El Monte, there could be an incremental increase in the use of City park and recreational facilities. However, any increased use of City park and recreational facilities by the project residents is not anticipated to significantly impact the existing facilities.

The project developer would be required to pay the City -required Quimby park fee as required by El Monte Municipal Code 16.34.030. Per EMMC 16.34.030, the project developer would be required to dedicate land, pay fees in lieu thereof, or pay and dedicate a combination of both, for park and/or recreational purposes, including open space purposes established in City Council Ordinance No. 2663. The park fee would be used by the City to provide new park and recreational facilities or upgrade existing facilities for use by the residents. The compliance by the project developer with EMMC 16.34.030, including payment of any required Quimby fee, would reduce project impacts to City park and recreational facilities to less-than-significant.

- v. Other public facilities? No Impact.** There are no public facilities or services that would be impacted by the project. The project would have no impacts to other public facilities.

XVI. RECREATION

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? Less Than Significant Impact.** The project would not significantly impact recreation facilities. Please see Public Services Section “XV.a.iv)” above.
- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? Less Than Significant Impact.** As discussed in Section “XV.a.iv)” above, the project proposes to provide an on-site public plaza, a podium deck in Lot A and a park in the west side of Lot B for use by project residents. The project would not require the construction of the expansion of other recreational facilities that would impact the environment. The project would not significantly impact recreation facilities.

XVII. TRANSPORTATION: Would the project:

- a) **Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? Less Than Significant Impact.** A traffic study was prepared for the project.³⁷ In compliance with SB 743 and the City of El Monte Resolution No. 10172, a Vehicle Miles Traveled (VMT) analysis was also prepared.³⁸ A copy of the traffic study and the VMT analysis are included in Appendix F.

The project is estimated to generate approximately 680 daily vehicle trips, including 63 AM and 60 PM trips as shown in Table 19. The trip distribution for the project estimates that 15% of the traffic will travel east and west on Valley Boulevard, 15% will travel east and west on the I-10 Freeway, 10% will travel north and south on Peck Road, 10% will travel north and south on Mountain View Road and 10% will travel north and south on La Madera Avenue. Figure 17 shows the project trip distribution.

The traffic report evaluated ten area intersections that would serve the project to determine if the project traffic would impact any area intersections. The ten intersections that were studied include:

1. Valley Boulevard and Ramona Boulevard (signalized);
2. Valley Boulevard Johnson Avenue (signalized);
3. Valley Boulevard Peck Road (signalized);
4. Valley Boulevard I-10 Westbound Ramps (stop-controlled);
5. Valley Boulevard La Madera Avenue (stop-controlled);
6. Valley Boulevard Mountain View Road (signalized);
7. Valley Boulevard Garvey Avenue (signalized);
8. Garvey Avenue and La Madera Avenue (stop-controlled);
9. Garvey Avenue and Meeker Avenue (signalized); and
10. Garvey Avenue and Peck Road (signalized).

³⁷ Traffic Impact Study, Valley Boulevard Multi-Family Residential Project, El Monte, California, Stantec, April 26, 2019.

³⁸ Valley Boulevard Multi-Family Residential Project CEQA Vehicle Miles Traveled Summary, Stantec, April 2, 2021.

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Table 19
Project Trip Generation

				Daily	AM Peak Hour			PM Peak Hour		
						Split			Split	
Land Use	Unit	ITE Land Code	Quantity	Rate	Rate	In	Out	Rate	In	Out
1. Multi-Family Housing (Low-Rise)	DU	220	83	7.32	0.46	23%	77%	0.56	63%	37%
2. Recreational Community Center	SF	495	2,400	Eqn ¹	Eqn ²	66%	34%	Eqn ³	47%	53%
		Eqn ¹	ln(T) = 0.98 ln(X) + 3.42				Eqn ²	ln(T) = 0.54 ln(X) + 2.73		
							Eqn ³	ln(T) = 0.76 ln(X) + 2.00		
Project Trip Generation										
						AM Peak Hour			PM Peak Hour	
						Volume			Volume	
Land Use	Quantity		ADT		Total	In	Out	Total	In	Out
1. Multi-Family Housing (Low-Rise)	83		608		38	9	29	46	29	17
2. Recreational Community Center	2,400		72		25	17	9	14	7	7
Total			680		63	25	38	60	36	24

Baseline 2022 with Project Conditions

The project is scheduled to be developed in a single phase and completed in 2024. Therefore, 2024 is the baseline year for the project traffic analysis. The baseline traffic volumes for the opening date in 2024 are based on traffic counts that were taken November 13, 2018 at the ten intersections and include an ambient growth factor of 1% per year for six years were added to the November 2018 counts. In addition, traffic from eleven cumulative projects that are proposed in the project area was also taken into account for the 2024 opening year.

Table 20 shows the results of the intersection level of service analysis for the year 2024 with and without the project traffic. As shown, the traffic volumes at the eleven studied intersections in 2024 without the project will operate at Level of Service (LOS) D or better based on existing peak hour intersection volumes and improvements. All of the roadways that will serve the project in the study area currently operate below capacity based on weekday 24-hour roadway volumes.³⁹

As also shown in Table 20, the eleven intersections will continue to operate at LOS D or better with the project during both the AM and PM peak hours. The project would not significantly impact any of the eleven studied intersections in the project area.

³⁹ Ibid, page 5.39.

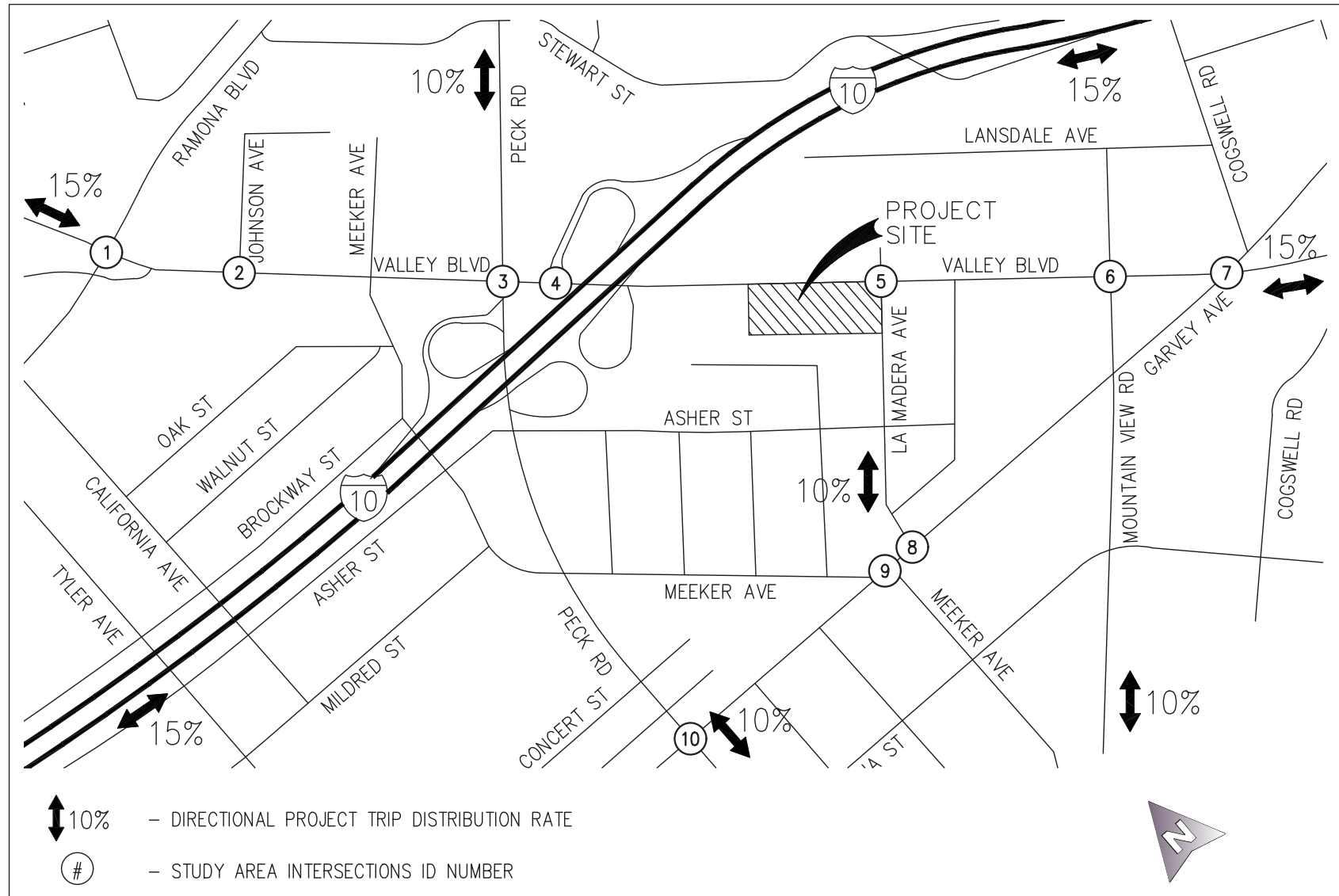


Figure 17
Project Traffic Distribution

Table 20
Baseline 2022 With Project - Study Area Intersections Level of Service

Signalized Intersections	Baseline 2022				Baseline 2022 with Project							
	AM Peak Hour		PM Peak Hour		AM Peak Hour				PM Peak Hour			
	ICU	LOS	ICU	LOS	ICU	Δ	LOS	IMPACT	ICU	Δ	LOS	IMPACT
1. Ramona Blvd/Valley Blvd	0.66	B	0.69	B	0.66	0	B	NO	0.70	0.01	B	NO
2. Johnson Ave/Valley Blvd	0.43	A	0.46	A	0.44	0.01	A	NO	0.47	0.01	A	NO
3. Peck Rd/Valley Blvd	0.88	D	0.86	D	0.88	0	D	NON	0.87	0.01	D	NO
6. Mountain View Rd/Valley Blvd	0.80	C	0.69	B	0.81	0.01	D	NO	0.69	0	B	NO
7. Garvey Ave/Valley Blvd	0.77	C	0.87	D	0.77	0	C	NO	0.88	0.01	D	NO
9. Meeker Ave/Garvey Ave	0.52	A	0.70	B	0.53	0.01	A	NO	0.71	0.01	C	NO
10. Peck Rd/Garvey Ave	0.75	C	0.90	D	0.75	0	C	NO	0.90	0	D	NO
Unsignalized Intersections	Baseline 2022				Baseline 2022 with Project							
	HCM				HCM							
	AM Peak Hour		PM Peak Hour		AM Peak Hour				PM Peak Hour			
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	Δ	LOS		Delay (sec.)	Δ	LOS	IMPACT
4. I-10 WB Ramp/Valley Blvd (HCM - Sec/Delay)	31.4	D	14.6	B	32.2	0.8	D	NO	14.7	0.1	B	NO
5. La Madera Ave/Valley Blvd (HCM - Sec/Delay)	18.1	C	23.7	C	20.8	2.70	C	NO	29.6	5.9	D	NO
8. La Madera Ave/Garvey Ave (HCM - Sec/Delay)	15.4	C	13.9	C	15.1	0.3	C	NO	13.9	0	B	NO

Traffic Signal Warrant Analysis

Peak hour traffic signal warrant analyses were completed for the driveways of the project and the unsignalized intersections in the project vicinity. Based on the traffic warrant analyses, none of the project driveways or unsignalized intersection volumes satisfy minimum thresholds for signalization. The project would not have any significant traffic design or circulation hazards.

- b) **Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? No Impact.** In compliance with SB 743 and CEQA Guidelines Section 15064.3, subdivision (b), a VMT analysis was prepared for the project. The City of El Monte adopted the SB 743 policy with the adoption of Resolution No. 10172.⁴⁰ Resolution No. 10172 provides screening criteria that presumes residential, retail and office projects proposed within one-half mile of a major transit stop or an existing stop along a high-quality transit corridor are local serving and will have a less than significant impact on VMT (CEQA Guideline Section 15064.3 subdivision (b)(1)). A major transit stop refers to an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and evening peak commute period. A high-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

However, the presumption of a less than significant impact may not be appropriate based on the following criteria:

- The project has a floor area ratio (FAR) of less than 0.75
- The project includes more parking than required by the City
- The project is inconsistent with the applicable Sustainable Communities Strategy
- The project replaces affordable residential units with a smaller number of moderate- or high-income residential units

If any of the above criteria apply, the City should conduct a detailed VMT analysis to determine if the project would exceed VMT thresholds.

Project VMT Screening Criteria Evaluation

The project is located adjacent to Valley Boulevard at La Madera Avenue and bus stops are located on both sides of Valley Boulevard at La Madera Avenue. Three fixed bus routes with an average headway of nine (9) minutes during the AM peak hour and 8 minutes during the PM peak hour serve these bus stops. Therefore, Valley Boulevard is considered a high-quality transit corridor. Since the project site is located on Valley Boulevard, the project meets the condition that the project is less than one-half mile from a high-quality transit corridor, which is Valley Boulevard. Additionally, the presumption is appropriate since the additional criteria are satisfied:

1. The FAR for the residential units is 1.017 and with the 2,400 square feet of recreational community space the FAR is 1.916 and greater than 0.75.
2. The project proposes 191 parking stalls, which is 15 parking spaces more than the 176 parking spaces meets the number of parking spaces required by the El Monte Municipal Code. The project does not provide more parking than required by the City.

⁴⁰ Resolution No. 10172, City of El Monte, adopted July 21, 2020.

3. Neither the City of El Monte nor the Metropolitan Planning Organization for the area, which is the Southern California Association of Governments (SCAG), has determined that the project is consistent with and meets the applicable Sustainable Communities Strategy Plan (Connect SoCal).
4. The project site is vacant and would not replace any affordable housing units.

VMT Analysis

A significant project VMT impact would occur if the VMT for a project exceeds 15 percent below the baseline VMT. A significant cumulative project effect would occur if the project increases the total regional VMT compared to cumulative no project conditions. VMT reduction strategies are available to reduce a project's impact on the VMT. Tier 1 strategies consist of increasing development densities or providing affordable housing. Tier 2 strategies consist of improving multimodal infrastructure. Tier 3 strategies consist of limiting parking supplies and providing bike facilities. Tier 4 strategies consist of transportation demand management (TDM) programs.

San Gabriel Valley Council of Governments (SGVCOG) is the regional government planning agency for the area and developed a baseline standard that determines significance CEQA thresholds for future land use projects. SGVCOG developed a web-based tool to allow member cities to determine if a proposed project would require a full VMT analysis based on the City's adopted CEQA criteria. As a member of SGVCOG VMT the City uses the analysis method.

Using the SGVCOG web-based evaluation tool, the VMT baseline value for the residential component of the proposed project is 15.75 for the year 2021 and 15 percent below the residential baseline value, which is 13.39.⁴¹ The residential VMT rate for the project site without the proposed project is 12.45. For the proposed recreational community center of the proposed project the commercial VMT baseline value is 35.02 and the threshold value without the project is 29.77. The proposed commercial VMT rate for the site is 23.43. The project does not provide any Tier 1-3 VMT Reductions.

Based on the results of the SGVCOG web-based evaluation tool the residential VMT rate of the proposed project is 12.45, and the commercial VMT rate is 23.43. Therefore, the residential and commercial VMT rates with the project are below the SGVCOG thresholds and passes the low VMT screening analysis. The Project passes the low VMT screening analysis and would have less-than-significant impact on VMT.

Based on the above criteria, the project passes and meets the low VMT screening criteria and is exempt from a detailed VMT analysis. The project meets and is not inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

- c) **Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? Less Than Significant Impact.** The project proposes three driveways for ingress and egress. A driveway is proposed at the west end of the site at Valley Boulevard, a second driveway at the center of the site at Valley Boulevard and a third driveway is proposed at the east end of the site at La Madera Avenue. All three driveways provide safe two-way access. There are no hazards or site access impacts and the proposed driveways will have less than significant design hazard impacts.

⁴¹ The results of the project VMT Evaluation Tool are attached to the VMT memo in Appendix F of this MND.

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- d) **Result in inadequate emergency access? Less Than Significant Impact.** The driveways for the project will provide adequate site access for emergency vehicles. Police, fire, paramedic/ambulance and other emergency vehicles will have adequate site access to respond to on-site emergencies. The project would have a less than significant emergency access impact.

XVIII. TRIBAL CULTURAL RESOURCES: Would the project:

- a) **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 Section 5020.1 (k). No Impact.** As required by AB 52 and SB 18, the City mailed letters to the area Native American Indians that are on record with the City that may have cultural resources associated with the site. The Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) submitted a letter to the City requesting consultation. Because the project site lies within the ancestral tribal territory of the Kizh Nation, tribal cultural resources could exist on the site. The City scheduled a consultation meeting with the Kizh nation for July 29, 2020 to discuss potential impacts by the project on tribal cultural resources, if present. On June 18, 2020 the City submitted a letter to the Kizh Nation with two recommended mitigation measures for incorporation into the MND to mitigate potential project impacts should tribal cultural resources be uncovered during project grading and construction. On June 24, 2020 Kizh Nation agreed with the City's two recommended mitigation measures. The following mitigation measures are recommended to reduce potential impacts to tribal cultural resources to less than significant.

Mitigation Measure No. 10 Prior to the issuance of any grading permit for the proposed project, the City of El Monte shall ensure that the project applicant retains the services of a Tribal monitor approved by the Gabrieleño Band of Mission Indians-Kizh Nation for Native American monitoring during ground-disturbing activities. This provision shall be included on proposed project plans and specifications. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or augering, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The project site shall be made accessible to the monitor(s) provided adequate notice is given to the construction contractor and that a construction safety hazard does not occur. The monitor(s) shall be approved by the Gabrieleño Band of Mission Indians-Kizh Nation and shall be present on site during the construction phases that involve any ground-disturbing activities. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any tribal cultural resources and/or archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in California Public Resources Code (PRC) Division 13, Section 21083.2 (a) through (k).

If evidence of any tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt construction in the immediate vicinity of the find to recover and/or

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determine the appropriate plan of recovery for the resource. The recovery process shall not unreasonably delay the construction process.

Construction activity shall not be contingent on the presence or availability of a monitor, and construction may proceed regardless of whether or not a monitor is present on site. The monitor shall 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 shall end when the project site grading and excavation activities are completed or when the monitor has indicated that the site has a low potential for tribal cultural resources and/or archaeological resources.

Mitigation Measure No. 11 All tribal cultural resources and/or archaeological resources unearthed by proposed project construction activities shall be evaluated by the qualified archaeologist and Native American monitor approved by the Gabrieleño Band of Mission Indians-Kizh Nation. Upon discovery of any archaeological resources, construction activities shall cease in the immediate vicinity of the find until the find can be assessed. Construction work shall be permitted to continue on other parts of the project site while evaluation and, if necessary, additional evaluation and/or preservation measures takes place CEQA Guidelines Section 15064.5(f). If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures shall be made available through coordination between the Gabrieleño Band of Mission Indians-Kizh Nation and the project applicant. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and California PRC Section 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) shall be 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 shall 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, they shall be offered to a local school or historical society in the area for educational purposes.

- b) **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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a**

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California Native American tribe. No Impact. As discussed in Section “XVIII.a)” above, the project would not have any impacts to any known or suspected Native American cultural resources.

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

- a) ***Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction of which could cause significant environmental effects? Less Than Significant Impact.*** The San Gabriel Valley Water Company, which provides water to the existing uses on the site and will provide water to the mixed-use project has an adequate supply of water to meet the water demand of the project without the need to construct or expand existing water facilities. The existing water main in Valley Boulevard has capacity to provide the required water supply for both fire flow and the needs of the project without the need to construct new water supply facilities or expand existing facilities.

An existing 15-inch sewer line in Valley Boulevard will collect the wastewater that is generated by the project. The existing 15-inch sewer line has adequate capacity to serve the mixed-use project. The LA County Sanitation District has adequate capacity to treat the wastewater generated by the project without the need to construct new or expand the existing wastewater treatment facilities. The project would not have any significant impacts to existing water and wastewater facilities.

Existing electricity, natural gas and telecommunications facilities are located in Valley Boulevard adjacent to the site and served the former auto dealership that operated on the site and serves the existing commercial building on the site located at 11730 Valley Boulevard. The utilities would have to be upgraded in order to adequately serve the project. However, all required utility upgrades would be completed within existing easements and none of the existing utilities would have to be relocated or upgraded that could result in significant environmental impacts.

As discussed in Section “X. Hydrology and Water Quality” in this document the existing storm drain facilities in Valley Boulevard adjacent to the site have existing capacity to serve the project without the need to construct new or expand the existing facilities.

The project would have less than significant impact to existing water, sewer and wastewater facilities, storm drain, electrical, natural gas and telecommunication facilities.

- b) ***Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry and multiple dry years? Less Than Significant Impact.*** The project is estimated to consume approximately 13,280 gallons of water per day as shown in Table 21. The San Gabriel Valley Water Company has an adequate water supply to meet the demand of the project without impacting its local water supply. The project would have a less than significant impact on water supply.

Table 21
Estimated Project Water Consumption

Use	Units/Sq. Ft.	Consumption Rate ⁴²	Consumption
<i>Residential</i>	83 units	160 gallons/day/unit	13,280 gallons/day

⁴² City of Los Angeles, Bureau of Engineering.

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- c) **Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? Less Than Significant Impact.** As discussed in Section "XIX.a)" above, the LA County Sanitation District has adequate capacity to treat the wastewater generated by the project without the need to construct new or expand the existing wastewater treatment facilities. The project will not have any significant impacts to existing water and wastewater facilities.
- 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? Less Than Significant Impact.** The construction of the project would generate various types of debris during project demolition and construction. Concrete and asphalt that is removed from the site during demolition can either be ground and reused on the site as base material for driveways or sold to a recycler. Other types of debris such as rocks, metal, wood, etc. that cannot be recycled will be hauled to a County landfill.

Once constructed, the project is estimated to generate approximately 299 pounds per day⁴³ of solid waste as shown in Table 22.

Table 22
Estimated Project Solid Waste Generation

Use	Units/Sq. Ft.	Generation Rate	Generation
Residential	83 units	3.6 lbs./unit/day	299 lbs./day

Three solid waste disposal companies are contracted with the City of El Monte to collect solid waste. The developer of the project would contract with one of the three solid waste haulers allowed to operate in the City of El Monte to serve the project. The solid waste that would be collected from the project would be hauled to a landfill operated by the County of Los Angeles. The City of El Monte adopted a Source Reduction and Recycling Element (SRRE) that requires the solid waste that will be generated by the project to be recycled and the materials that cannot be recycled would be hauled to a County landfill. The City's waste hauler would actively recycle the solid waste generated by the project to reduce the amount of material that is hauled to a landfill. The project will not have a significant solid waste impact on the capacity of the landfill.

As required by Assembly Bill 939 (AB 939) and the City's SRRE, the solid waste generated by the project will be recycled and the materials that cannot be recycled would be hauled to one of three County landfills. The City's waste haulers will actively recycle the solid waste generated by the project to reduce the amount of solid waste that will ultimately be hauled to a County landfill. The project will not generate a quantity of solid waste that will significantly impact the life expectancy of any County landfill that will serve the project or impair the attainment of solid waste reduction goals. The project will not have any significant solid waste impacts.

- e) **Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? No Impact.** The City of El Monte complies with all federal, state, and local statutes and regulations related to solid waste. The proposed project will not have any solid waste impacts because all development in El Monte is required to comply with all applicable solid waste statutes and regulations and large quantities of solid waste will not be generated.

⁴³ California Department of Resources and Recycling (CalRecycle), Estimated Solid Waste Generation and Disposal Rates.

XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a) **Substantially impair an adopted emergency response plan or emergency evacuation plan? No Impact.** Based on review of the Very High Fire Hazard Severity Zones in Local Responsibility Areas and State and Federal Responsibility Areas map, the City of El Monte is not located within a Very High Fire Hazard Severity Zone.⁴⁴ Furthermore, a review of the Fire Hazard Severity Zones in State Responsibility Areas map, the City of El Monte is not located in a Moderate, High or Very High fire hazard zone.⁴⁵ The closest Moderate, High or Very High fire hazard zone to the project site is the open space that exists around and south of the Puente Hills Landfill that is approximately four miles south of the project site. The project would not impair or impact any emergency response or emergency evacuation plan associated with an emergency response to a fire in this specific Very High fire hazard zone approximately four miles south of the project, or any other designated local, state or Federal fire hazard zone in Los Angeles County.
- 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? No Impact.*** As discussed in Section “XIX.a)” above, the project is not in a Moderate, High or Very High fire hazard zone of a State or Local Responsibility Area. The closest designated fire hazard zone is approximately four miles south of the project. The project site and surrounding properties are not exposed to wildfire risks. Santa Ana winds could expose project occupants to smoke and other pollutants associated with wildfires located east of the City. However, that exposure would not be site specific because much of the City and the general geographic area will be exposed equally and not the project site specifically. The project will not expose project occupants to pollutant concentrations from a wildfire due to slope, prevailing winds or other factors.
- 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? No Impact.*** The project would be required to install fire sprinklers as required by the CBC. However, the project would not be required to install and maintain any roads, fuel breaks, emergency water sources, power lines or other utilities to protect the project and the immediate area from a wildfire because the project is not located in a Moderate, High or Very High fire hazard zone.
- d) ***Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? No Impact.*** The project is not located within a Moderate, High or Very High fire hazard zone, as discussed in “XIX. b)” above. The project site and surrounding properties are generally flat with no significant topographic relief that would expose structures or project occupants to significant risks due to downslope or downstream flooding or landslides. Because the project is not located in a fire hazard zone or downstream of any hillsides or areas of topographic relief the project would not expose either project residents or proposed structures to significant risks due to downstream or downstream flooding or landslides due to post-fire slope instabilities.

⁴⁴ http://frap.fire.ca.gov/webdata/maps/los_angeles/LosAngelesCounty.pdf

⁴⁵ http://frap.fire.ca.gov/webdata/maps/los_angeles/fhszs_map.19.pdf

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

- a) ***Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? Potentially Significant With Mitigation Incorporated.*** The project site is developed with an 1,800 square foot commercial building. A former vacant automobile dealership on the site has been demolished and the rest of site is vacant. There is minimal landscaping on the site and the existing landscaping consists of introduced non-native landscape plant species. There are no important plants or wildlife on the site. There could be cultural or Tribal resources on the site that could be exposed and uncovered during project grading and impacted by the project. Mitigation measures are recommended to protect any cultural or Tribal resources that may exist and uncovered during project development.
- b) ***Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) Less Than Significant Impact.*** The City of El Monte has identified projects that, along with the proposed project, could have cumulative impacts. The identified cumulative projects within the City are shown in Table 23. An aerial photograph showing the location of the cumulative projects is provided in Figure 18.

Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of air emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are taken into account, air emissions would cover an even larger area. Therefore, the analysis for the project's cumulative air quality impacts must be generic by nature.

The project area is out of attainment for ozone and suspended particulates (PM₁₀ and PM_{2.5}). Construction and operation of cumulative projects would further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of the air in the region would be the incremental addition of pollutants mainly from increased traffic volumes from cumulative development, including residential, commercial, and industrial, and the operation of heavy equipment and trucks associated with the construction of these projects. Air quality would be temporarily degraded during construction activities of the cumulative projects that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not contribute to the overall cumulative air quality impact. With respect to long-term emissions, this project would create a less than significant cumulative impact.

Environmental Checklist

For CEQA Compliance

Table 23
Cumulative Projects⁴⁶

Project No.	Address	Brief Project Description
1.	11605 Garvey Ave.	26 senior condos and 5,465 sq. ft. of retail.
2.	9400-9600 Flair Dr.	Mixed-use with 690,000 sq. ft. of retail and restaurant, a 250 room hotel and 600 residential units.
3.	11022-11048 Garvey Ave.	Mixed-use with 70 townhomes (including 3 live/work units), and a 2,000 sq. ft. retail building.
4.	11301-11401 Garvey Ave.	2,200 sq. ft. of retail, 12 multi-family units.
5.	12300 Valley Blvd.	80-room hotel.
6.	4422-4436 Bannister St.	22 unit single-family subdivision.
7.	3141 Maxson Road	Medicinal Commercial Cannabis: Nursery: 3,310 SF, Cultivation: 40,000 SF, Manufacturing: 11,101 SF, Distribution: 3,476 SF
8.	12432 Valley Boulevard	97 room Holiday Inn Express hotel.
9.	3454 Tyler	51 affordable housing units
10.	11619 – 11707 Garvey Ave.	147,581 sq. ft. mixed-use complex with 28 senior units; 78 assisted living and 40 bed memory care.
11.	2704 -2728 Santa Anita Avenue, 2721 Granada	40 townhomes

The proposed 83 residential units would not have any individual or cumulative noise or traffic impacts. The proposed 83 residential units would also not have any significant individual or cumulative impacts associated with aesthetics, hydrology, soils and geology, land use, public services or utilities that along with the development of the identified cumulative project in Table 21 would result in any significant cumulative impacts.

- c) ***Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly? Potentially Significant Unless Mitigation Incorporated.*** There are no impacts associated with the project that would cause substantial adverse effects and significantly impact human beings either directly or indirectly with implementation of the recommended mitigation measures.

⁴⁶ Source: City of El Monte Planning Department.

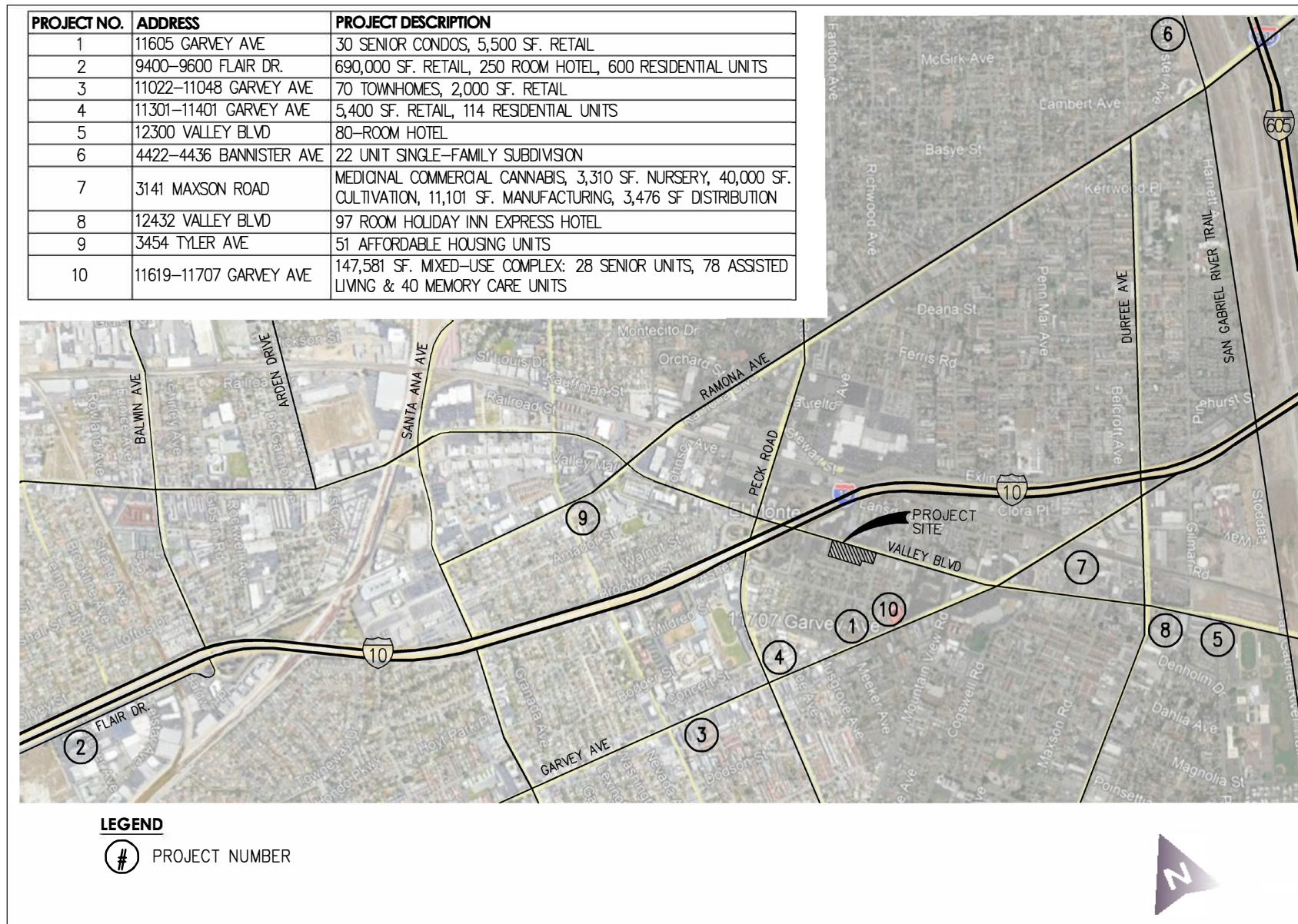


Figure 18
Cumulative Project Location Map