



Sean Rogan
Executive Director

**COMMUNITY DEVELOPMENT COMMISSION
of the County of Los Angeles**

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ADOPTED

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

February 23, 2016

The Honorable Board of Commissioners
Community Development Commission
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

2-D February 23, 2016


PATRICK OGAWA
ACTING EXECUTIVE OFFICER

Dear Commissioners:

APPROVAL OF FUNDING AND ENVIRONMENTAL DOCUMENTATION FOR TWO HOUSING DEVELOPMENTS IN EL MONTE AND UNINCORPORATED LA PUENTE (DISTRICT 1) (3 VOTE)

SUBJECT

This letter recommends that your Board approve the allocation of up to \$8,985,000 for two affordable multifamily rental housing developments, and related environmental documents. The allocations recommended in this action are for the remaining two projects selected as a result of Notice of Funding Availability (NOFA) for Affordable Multifamily Rental Housing, Round 20 issued by the Community Development Commission (Commission) on September 10, 2014.

IT IS RECOMMENDED THAT THE BOARD:

1. Acting as a responsible agency pursuant to the California Environmental Quality Act (CEQA), certify that the Commission has considered the attached exemption determination for the Francisquito Seniors project, which was prepared by the County of Los Angeles as lead agency; and find that this project will not cause a significant impact on the environment.
2. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached Initial Study/Mitigated Negative Declaration (IS/MND) for the Palo Verde Apartments project, which was prepared by the City of El Monte as lead agency; find that the mitigation measures identified in the IS/MND for this project are adequate to avoid or reduce potential impacts below significant levels; and find that this project will not cause a significant impact on the environment.
3. Approve loans to the two recommended developers identified in Attachment A, using Affordable

Housing Trust Funds which include \$5,785,000 in Housing Due Diligence Review funds, \$2,400,000 in HOME Investment Partnerships Program funds and \$800,000 in First District Homeless Bonus funds for a total amount of up to \$8,985,000, for both housing developments.

4. Authorize the Executive Director, or his designee, to negotiate, execute, and if necessary, amend, reduce, or terminate the loan agreements with the recommended developers identified in Attachment A, or their Commission-approved designees, and all related documents, including but not limited to documents to subordinate the loans to construction and permanent financing, and any intergovernmental, interagency, or inter-creditor agreements necessary for the implementation of each development, following approval as to form by County Counsel.

5. Authorize the Executive Director, or his designee, to incorporate, as needed, up to \$8,985,000 in Affordable Housing Trust Funds as listed above into the Commission's approved Fiscal Year 2015-2016 budget, for the purposes described above.

6. Authorize the Executive Director to reallocate funds set aside for affordable housing development at the time of project funding, as needed and within each project's approved funding limit, in line with project needs, and within the requirements for each funding source.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

A total of 10 projects were selected for funding awards through NOFA Round 20, issued by the Commission on September 10, 2014. Eight of the 10 projects were approved by your Board for funding in 2015. Two projects were delayed due to pending environmental clearances, which have now been received.

Approval of these projects is requested to ensure that they can meet the March 2, 2016 deadline for submitting Low Income Housing Tax Credit applications to the California Tax Credit Allocation Committee.

The recommended actions will allocate a total amount of up to \$8,985,000 in Affordable Housing Trust Funds, which include Housing Due Diligence Review funds, HOME Investment Partnerships Program funds, and First District Homeless Bonus funds as described above, which will finance the development of the housing developments listed in Attachment A. The projects will provide a total of 103 new housing units, of which 23 units will be set aside for low-income families, 27 units for homeless households, 26 units for low-income seniors, 16 units for homeless veterans, nine units for residents with mental illness, and two onsite manager's units.

FISCAL IMPACT/FINANCING

The recommended loans identified in Attachment A will provide a total amount of up to \$8,985,000 in Affordable Housing Trust Funds to finance two new housing developments. Funds for these loans will be incorporated into the Commission's approved Fiscal Year 2015-2016 budget on an as-needed basis and included in future Fiscal Year budgets, accordingly. A contingency in the amount of \$400,000 is being set aside for costs related to unforeseen site conditions and construction overruns for the Francisquito Seniors project, and is included in the aggregate funding recommendation.

Final loan amounts will be determined following completion of negotiations with the developers and arrangements with other involved lenders. Each loan will be evidenced by a promissory note and secured by a deed of trust, with the term of affordability enforced by a recorded Covenants,

Conditions, and Restrictions document.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

On September 10, 2014, a total of \$22,750,000 was made available for NOFA Round 20. To meet demand received, the Commission was able to add one-time funding comprised primarily of returned funds from prior NOFA rounds, bringing the total available to \$31,000,000. Of this total, approximately \$24,350,000 consisted of Housing Due Diligence Review Funds, which the Board of Supervisors allocated to the Commission for the administration and development of affordable multifamily rental housing. Additionally, there were \$4,000,000 in HOME funds, and \$2,650,000 in Homeless Bonus Funds allocated by the First Supervisorial District.

A total of 12 applications were received by the October 22, 2014 deadline. Proposals were scored on Design and Sustainability, Supportive Services, and Financial Feasibility. Technical reviews were performed by consultants. Applicants were notified of the scoring results and given two business days to appeal individual scores for procedural or technical errors. A total of four appeals were received. The Commission's Independent Review Panel (Panel) reviewed the consultants' technical scoring and evaluated the applicant appeals before making funding recommendations to the Commission's Executive Director. Of the 12 applications received, the Panel issued funding recommendations for 11 projects, but there was only enough funding available to assist 10 projects. Eight of the 10 projects have already come before the Board for approval. This action will award funding to the remaining two selected projects.

The loan agreements and related documents will incorporate affordability restrictions, target assisted populations, and include provisions requiring the developers to comply with all applicable federal, state, and local laws. The approval of these projects will leverage approximately \$33.9 million in additional external resources. This is almost four times the amount of Affordable Housing Trust Funds invested.

The loan agreements and related documents for this project will reflect the special needs set-asides and indicate the number of assisted units, which will be no fewer than 15 rental units at rates affordable to households earning no more than 30% of the median income for the Los Angeles-Long Beach Metropolitan Statistical Area, adjusted for family size. The loan agreements will require that the affordable housing units remain affordable for 55 years. Subject to various underwriting requirements, the developers may be required by the Commission or other lenders to create single asset entities to designate ownership of the projects. These "Designees" will be Commission-approved single asset entities created by the developers prior to execution of the Loan Agreements and all related loan documents.

This letter also recommends that the Executive Director have the authority to reallocate funds set aside for affordable housing development at the time of project funding to better align project funds with available resources. Any reallocation of funds will be made within each project's approved funding limit, in line with project needs, and within the requirements for each funding source.

ENVIRONMENTAL DOCUMENTATION

The proposed projects identified in Attachment A have been reviewed by the Commission pursuant to the requirements of CEQA.

The Francisquito Seniors project was determined exempt from the requirements of CEQA by the

The Honorable Board of Commissioners

2/23/2016

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County of Los Angeles in accordance with State CEQA Guidelines Section 15268. The Commission's consideration of this determination satisfies the requirements of CEQA.

As a responsible agency, and in accordance with the requirements of CEQA, the Commission reviewed the IS/MND prepared by the City of El Monte for the Palo Verde Apartments project and determined that this project will not have a significant adverse impact on the environment. The Commission's consideration of the IS/MND and filing of the Notice of Determination satisfy the State CEQA Guidelines as stated in Article 7, Section 15096.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The requested actions will increase the supply of affordable housing and homeless housing in the County of Los Angeles.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Sean Rogan", followed by a horizontal line extending to the right.

SEAN ROGAN

Executive Director

SR:CC:ml

Enclosures

ATTACHMENT A

FUNDING RECOMMENDATIONS

District	Jurisdiction	Development/ Applicant	Type of Housing	Total Project Units	Funding Recommendation				Total Development Cost	
					Affordable Housing Trust Funds	HOME Funds	First District Homeless Bonus Funds	Other Funding Resources		
1	El Monte	Palo Verde Apts./ Hollywood Community Housing Corp.	Special Needs	49	\$2,500,000	\$0	\$800,000	\$19,280,428	\$22,580,428	
1	Unincorp. La Puente	Francisquito Seniors/Project New Hope	Homeless	54	\$3,285,000	\$2,400,000*	\$0	\$14,692,360	\$19,977,360**	
TOTALS					103	\$5,785,000	\$2,400,000	\$800,000	\$33,972,788	\$42,557,788**
						\$8,985,000				

* Comprised of a \$2,000,000 loan and a \$400,000 contingency.

**Contingency is not included in the total development cost.

ATTACHMENT B
ENVIRONMENTAL DOCUMENTS

Francisquito Seniors

State of California

Tax Credit Allocation Committee



ATTACHMENT 14
Verification of Zoning
Los Angeles County
Department of Regional Planning



Planning for the Challenges Ahead

California Tax Credit Allocation Committee
915 Capitol Mall, Room 485
Sacramento, CA 95814

Richard J. Bruckner
Director

Project Name: Francisquito Senior Apartments
Project Address / Site: 14558-14602 Francisquito Ave.
Project City: La Puente area (unincorporated LA County)
Project County: Los Angeles
Housing Type: Special Needs / Senior
Proposed Number of Units: 54
Assessor Parcel Number(s): 8465-002-005, 006

The entire parcel upon which the above-described low-income project will be located is zoned R-4 which allows for residential development (**multi-family**) of no greater than 50 units per acre. This project is eligible to apply for a density bonus that would allow a maximum density of 67.50 units per acre.

The project, as proposed, is zoned for the intended use or is existing legal non-conforming, complies with the general plan, and conditional use requirements, if any, and has obtained all applicable local land use approvals.

Statement Completed By: 
(Signature)

Name of Signatory: MARK HERWICK, AICP
(Please Print)

Title of Signatory: SUPERVISING REGIONAL PLANNER
(Please Print)

Phone Number: 213 974-6470

Date: JANUARY 7, 2016

Palo Verde

**FINAL MITIGATED NEGATIVE DECLARATION
AND
INITIAL STUDY
FOR THE
PALO VERDE APARTMENTS PROJECT**

Lead Agency:

City of El Monte
Economic Development Department
11333 Valley Boulevard
El Monte, California 91731

Prepared by:



Project Applicant:

Hollywood Community Housing Corporation
5020 W. Santa Monica Blvd.
Los Angeles, CA 90029

January 21, 2016

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APPENDIX A: AIR QUALITY MODELING WORKSHEETS

APPENDIX B: TREE REPORT

Native Tree Report, prepared by Lisa Smith, dated May 1, 2014.

APPENDIX C: HISTORIC REPORT

Historic Resources Assessment of 4716 Peck Road, El Monte, CA, prepared by Leslie Heumann, Historic Resources Consultant, dated April 14, 2015.

South Central Coastal Information Center, Palo Verde Apartments Project Records Search, dated October 12, 2015.

APPENDIX D: GEOTECHNICAL INVESTIGATION

Geocon West, Inc., Geotechnical Investigation, Proposed Multi-Family Residential Development 4704-4716 Peck Road El Monte, California, dated April 17, 2014.

APPENDIX E: GHG MODELING WORKSHEETS

APPENDIX F: ENVIRONMENTAL SITE ASSESSMENT

Pacific Environmental Company, Phase One Environmental Site Assessment 4704-4716 Peck Road El Monte, California 91732, dated May 19, 2014.

Pacific Environmental Company, Asbestos and Lead – Based Paint Survey Report 4712-4716 Peck Road El Monte, California 91732, dated March 17, 2014.

Pacific Environmental Company, Asbestos and Lead Abatement Workplan 4712-4716 Peck Road El Monte, California 91732, dated May 20, 2014.

APPENDIX G: NOISE MONITORING DATA

APPENDIX H: TRAFFIC STUDY

KOA Corporation, Traffic Impact Study for Proposed Palo Verde Apartment Project 4704 and 4716 Peck Road, El Monte, dated February 13, 2015.

APPENDIX I: CONSULTATION LETTERS

I. PROJECT DESCRIPTION

A. PROJECT LOCATION

The Project Site is bounded by Peck Road to the west, one story commercial uses to the north, one story single family residential uses to the east, and Ranchito Street to the south. The Project Site's address is 4704 and 4716 Peck Road, El Monte CA, 91732. Geographically, the Project Site is located at latitude 34°05'20.99" N. and longitude 118°00'52.66" W. The location of the Project Site is shown in Figure I-1, Regional and Project Vicinity Map. The Project Site encompasses approximately 44,706 gross square feet of lot area (i.e., 1.03 acres).

Regional and Local Access

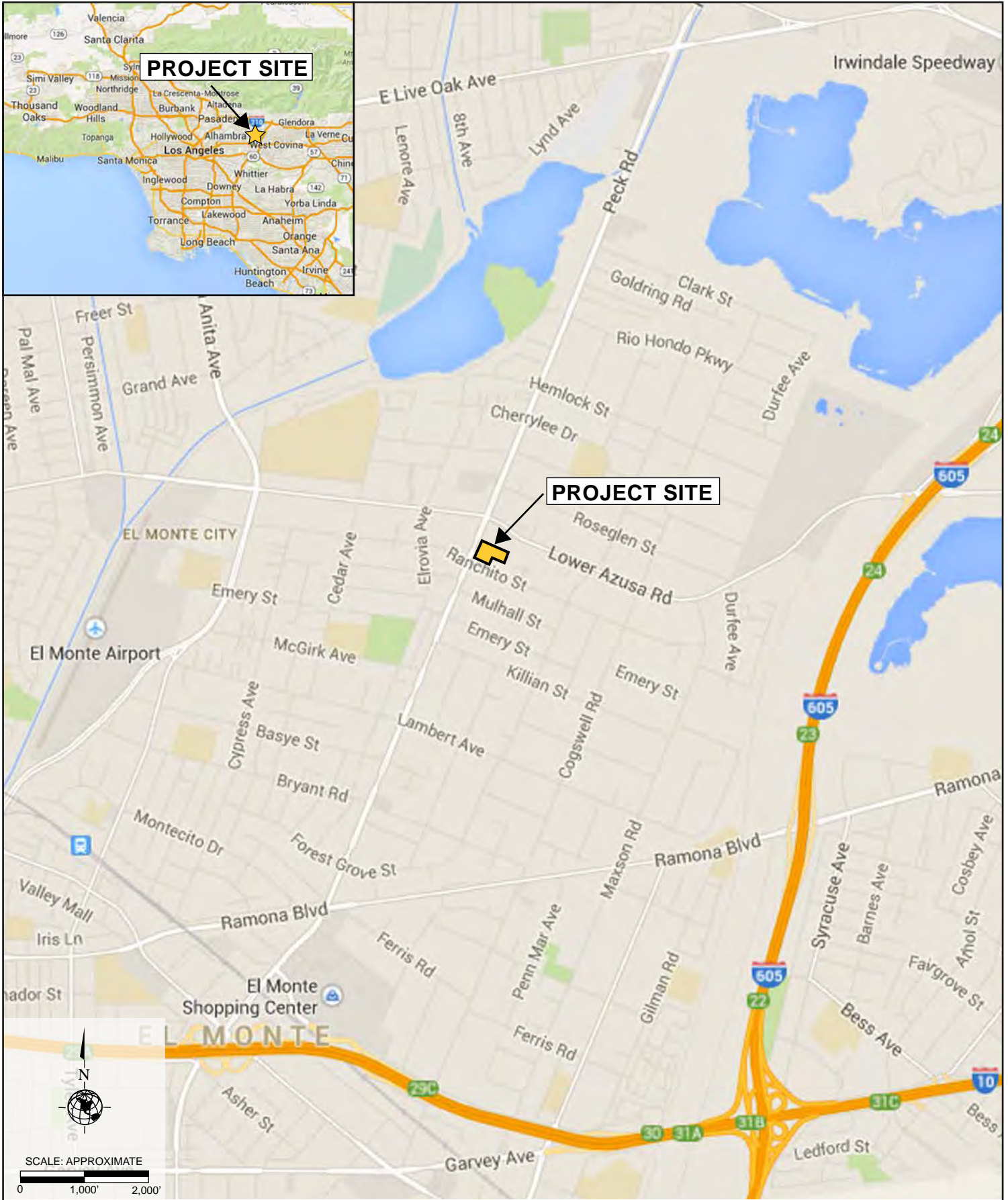
Regional access to the Project Site is provided by the San Gabriel River Freeway (I-605), located approximately one mile to the east; the San Bernardino Freeway (I-10) located approximately 1.6 miles to the south; and the Foothill Freeway (I-210), located approximately 3.5 miles to the north. These three freeways also provide access to the Golden State/Santa Ana Freeway (I-5) to the south, the Pomona Freeway (SR-60) to the south and the Orange Freeway (SR-57) to the east.

Local access to the Project Site is provided by Peck Road, Lower Azusa Road, and Ranchito Street. Peck Road is a north-south roadway located immediately west of the Project Site. This roadway is designated as a Major Arterial in the City of El Monte General Plan. Peck Road provides two travel lanes in each direction, north of Ramona Boulevard, and three travel lanes in each direction between Ramona Boulevard and Valley Boulevard. The City of El Monte General Plan designates Peck Road as a truck route. On-street parking is permitted on both sides of Peck Road within the Project Site vicinity. Lower Azusa Road is an east-west roadway located north of the Project Site. This roadway is designated as a Secondary Arterial in the City of El Monte General Plan. Lower Azusa Road provides two travel lanes in each direction, with on-street parking permitted on both sides. Ranchito Street is an east-west roadway located immediately south of the Project Site. Ranchito Street provides one travel lane in each direction. On-street parking is permitted on both sides of Ranchito Street. Ranchito Street is designated as a Local Road in El Monte General Plan.

Foothill Transit provides two bus stops along Peck Road, located approximately 0.1 mile (walking distance) north and 0.2 mile south from the Project Site. Buses that run from these bus stops include Line 270, which provides access to Monrovia and Whittier, and Line 494, which provides access to San Dimas, Glendora, Monrovia and El Monte.¹ Local bus access is provided by the City of El Monte Transportation Services Division. The Red Route provides a local bus stop approximately 0.5 miles north of the Project Site at the intersection of Hemlock Street and Peck Road.²

¹ Foothill Transit, website: <http://www.foothilltransit.org/>, accessed October 2014.

² City of El Monte, Transportation Division, website: <http://www.ci.elmonte.ca.us/Government/PublicWorks/Transportation.aspx#elmontetransit>, accessed October 2014.



Source: Google Maps, 2014



Figure I-1
Project Location Map

Existing Conditions

The Project Site is an irregular, L-shaped parcel and is currently occupied by an on-grade single-story residential structure that is 1,250 square feet, a single-story commercial structure that is 2,100 square feet, asphalt paved parking areas and undeveloped vacant space. The existing structures on the Project Site are currently vacant. The site topography is roughly level. Vegetation onsite consists of grasses, shrubs, weeds and trees. As described in the Tree Report (See Appendix B of this IS/MND), the Project Site has a total of 27 trees and palms on site. None of these trees are on the “native species” list that is part of the City of El Monte’s Tree Ordinance. Of these, 20 of the trees are greater than 36 inches in circumference (if a single trunk) or 75 inches in combined circumference if a multi-trunk, and therefore fall into the “heritage” tree category as defined by the City of El Monte’s Tree Ordinance. Although the two main species are considered invasive species and are generally not desirable trees, several of them are large enough to be considered “heritage”. The existing conditions of the Project Site are depicted in Figure I-2, Aerial Photograph of the Project Site, and Figure I-3, Photographs of the Project Site.

Zoning And Land Use Designations

The General Plan land use designation of the Project Site is Mixed/Multi Use, and the zoning designation is MMU. The Proposed Project would be the first in the local neighborhood to make use of the City's MMU zone, which encourages higher densities along commercial corridors. The Project is requesting a 35% density bonus per the Density Bonus Chapter (17.85) of the El Monte Municipal Code and will be built to a height of four stories (50 feet above grade). The building's design will use stepped massing and exterior design elements to help tie into existing single-story neighborhood character.

Surrounding Land Uses

Photographs of the land uses immediately surrounding the Project Site are provided in Figure I-4. As shown in Figure I-4, the Project Site is surrounded by single-family residential buildings and one-story commercial buildings.

Directly north of the Project Site is a one-story commercial building (See Figure I-4, View 10). Properties to the north have a General Plan land use designation of Mixed/Multi Use and the zoning designation is MMU (Mixed/Multi Use Zone). Directly east and southeast of the Project Site are one-story single-family residences (See Figure I-4, View 7). Properties to the east have a General Plan land use designation of Low Density Residential and the zoning designation is R-1B (One-Family Dwelling Zone). To the west of the Project Site, across Peck Road, are one-story commercial uses with surface parking (See figure I-4, View 9 and 11). Properties to the west have a General Plan land use designation of Mixed/Multi Use and the zoning designation is MMU. To the south of the Project Site, across Ranchito Street, is a one-story vacant commercial structure with surface parking (See Figure I-4, View 12). Properties to the south have a General Plan land use designation of Mixed/Multi Use and the zoning designation is MMU.



LEGEND

- Project Site Boundary
- Photograph Locations

SCALE: APPROXIMATE

0 30' 60'

Source: Google Earth, Aerial View, 2014



Figure I-2
Aerial Photograph of the Project Site



View 1: From the south side of Ranchito Street looking north at the Project Site.



View 2: From the east side of Peck Road looking north at the Project Site.



View 3: From the east side of Peck Road looking east at the Project Site.



View 4: From the east side of Peck Road looking southeast at the Project Site.



View 5: From the southwest corner of Peck Road and Ranchito Street looking northeast at the Project Site.



View 6: From the west side of Peck Road looking west at the Project Site.

Source: Parker Environmental Consultants, 2014



Figure I-3
Photographs of the Project Site



View 7: From the south side of Ranchito Street looking northeast at residential uses adjacent to the Project Site.



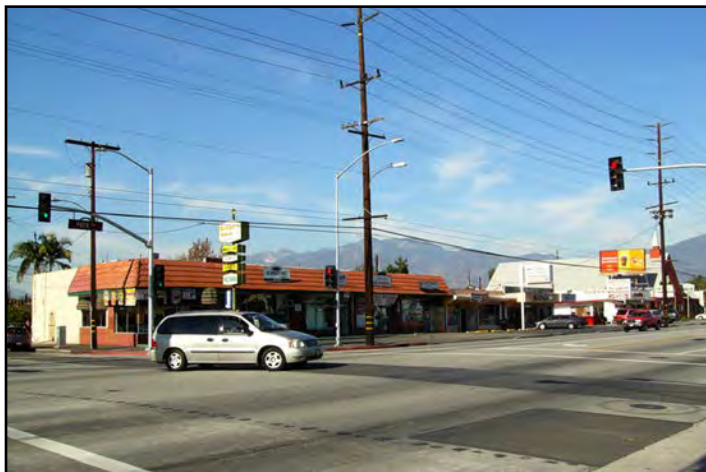
View 8: From the north side of Ranchito Street looking southeast at residential uses.



View 9: From the northeast corner of the intersection of Peck Road and Ranchito Street looking southwest at commercial uses.



View 10: From the east side of Peck Road looking northeast at commercial uses adjacent to the Project Site.



View 11: From the southeast corner of the intersection of Peck Road and Ranchito Street looking northwest at commercial uses.



View 12: From the northwest corner of Peck Road and Ranchito Street looking southeast at commercial uses.

Source: Parker Environmental Consultants, 2014



Figure I-4
Photographs of Surrounding Land Uses

B. PROJECT CHARACTERISTICS

The Proposed Project includes the construction of a 49-unit affordable family housing development. The Proposed Project will provide 25 units for homeless veteran individuals and families, who earn at or below 30% area median income, and 23 units to low-income individuals and families, who earn at or below 50% of area median income. One unrestricted unit will be reserved for the resident manager.

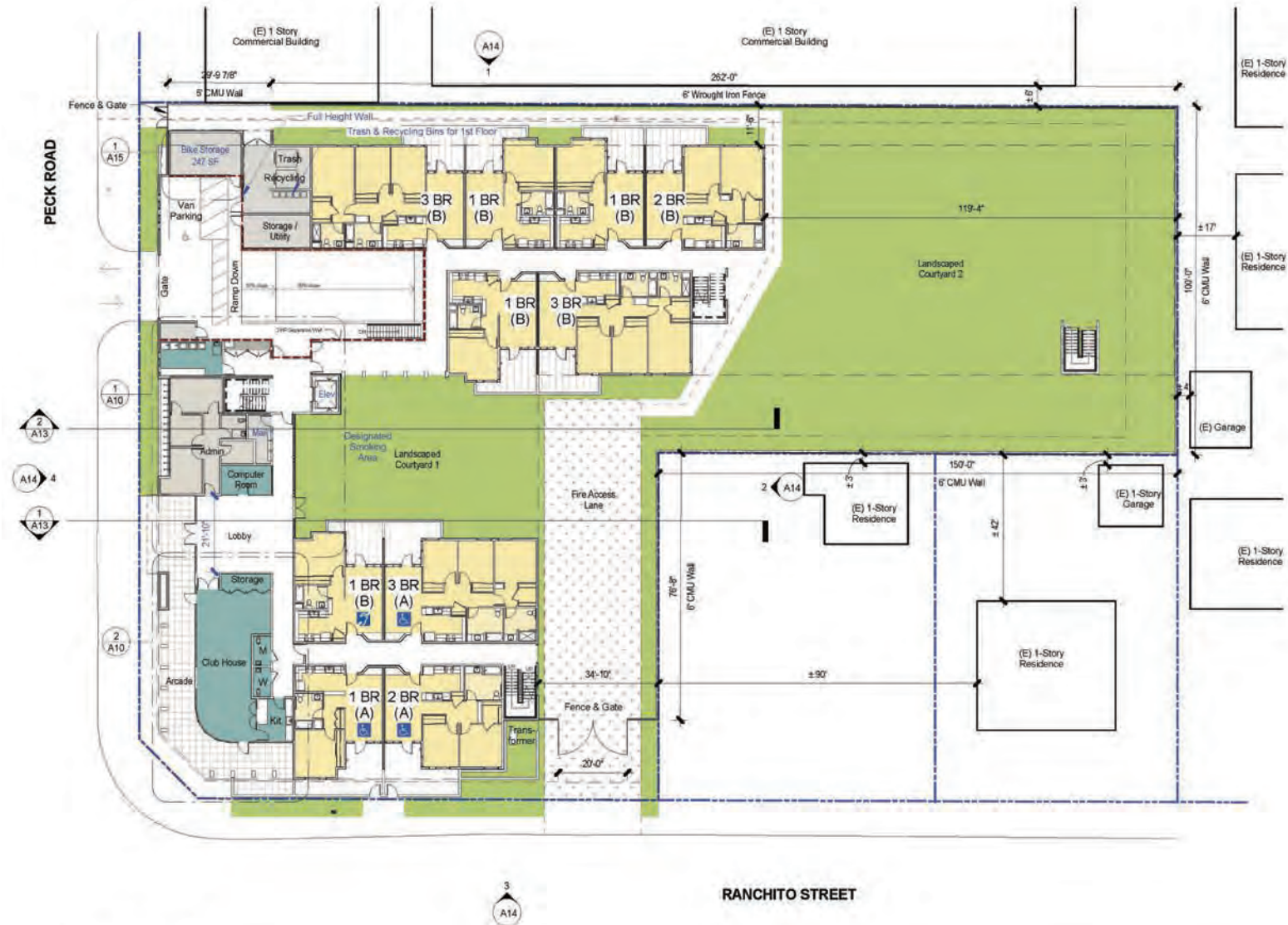
The Proposed Project includes the demolition of the existing one-story commercial structure, one-story residential structure and asphalt parking on the Project Site. The proposed structure is four stories high (50 feet above grade, which includes any projections and mechanical equipment), with one level of parking below grade. A summary of the proposed development program is provided in Table I-1, below. The Proposed Project would include a total of ~~95,440~~ 95,344 gross square feet of development. The maximum building height allowed on the Project Site is four stories (50 feet). The permitted density allowed on the project site is one dwelling unit per 1,244 square feet, which allows for a density of ~~35~~ 36 dwelling units. Densities of 25 to 35 units per acre and/or FAR of up to 1.00 are allowed. The proposed density on the project site is 49 dwelling units and the Proposed FAR is 1.44:1. Per the MMU Zone requirement, the FAR is only applicable to non-residential projects. The proposed site plan is depicted in Figure I-5, Ground Level Floor Plan. Figures I-6 and I-9 depict the second through fourth level and basement level, respectively.

Table I-1
Proposed Development Program

Land Uses	Units	Floor Area (Square Feet)
Residential		
1-Bedroom Units (675- 695 sf)	21 du	44,175 <u>14,595</u> sf
2-Bedroom Units (933 sf)	13 du	12,129 sf
3-Bedroom Units (1,228) sf)	15 du	18,420 sf
TOTAL DEVELOPMENT	49 du	44,724 <u>45,144</u> sf
<i>Notes: du = dwelling unit; sf = square feet</i>		
<i>Source: Shelter LLP, December 3, 2014 <u>January 19, 2016</u>.</i>		

Architectural Features

The Proposed Project would consist of a 4-story above grade residential building with a height of 50 feet above grade. Construction would consist of Type V-A (protected wood frame). Architectural materials would include a mix of aluminum windows, exterior cement plaster, wrought iron fence and gate, cementitious panel siding, vertical and horizontal sunshades, and concrete masonry shear walls. Paving would consist of resurfacing the sidewalks around the Project Site and the construction of the new driveway. The subterranean parking garage would be concrete. Building elevations of the Proposed Project are depicted in Figures I-10 and I-11. Building sections are depicted in Figure I-12. Massing diagram sections are depicted in Figure I-13.



1 First Floor Plan
1/16" = 1'-0"

- symbol denotes fully-accessible units. See sheet A9
- symbol denotes units equipped with visible alarm features for hearing impaired

These plans and the following security measures have been discussed with and recommended by the El Monte Police Department:
 Recessed gate on north side of Peck Road elevation is eliminated
 Common rooms shall have glass doors for visibility
 Common rooms are located in prominent locations on each floor to increase visibility
 Cameras will be installed at key points in the property
 Main entry, arcade area, and garage will be well lit



Source: Shelter LLP, January 19, 2016



Figure I-5
Ground Level Floor Plan



1 Second Floor Plan
 1/16" = 1'-0"

-  symbol denotes fully-accessible units. See sheet A9
-  symbol denotes units equipped with visible alarm features for hearing impaired

Source: Shelter LLP, January 19, 2016



Figure I-6
 Second Level Floor Plan

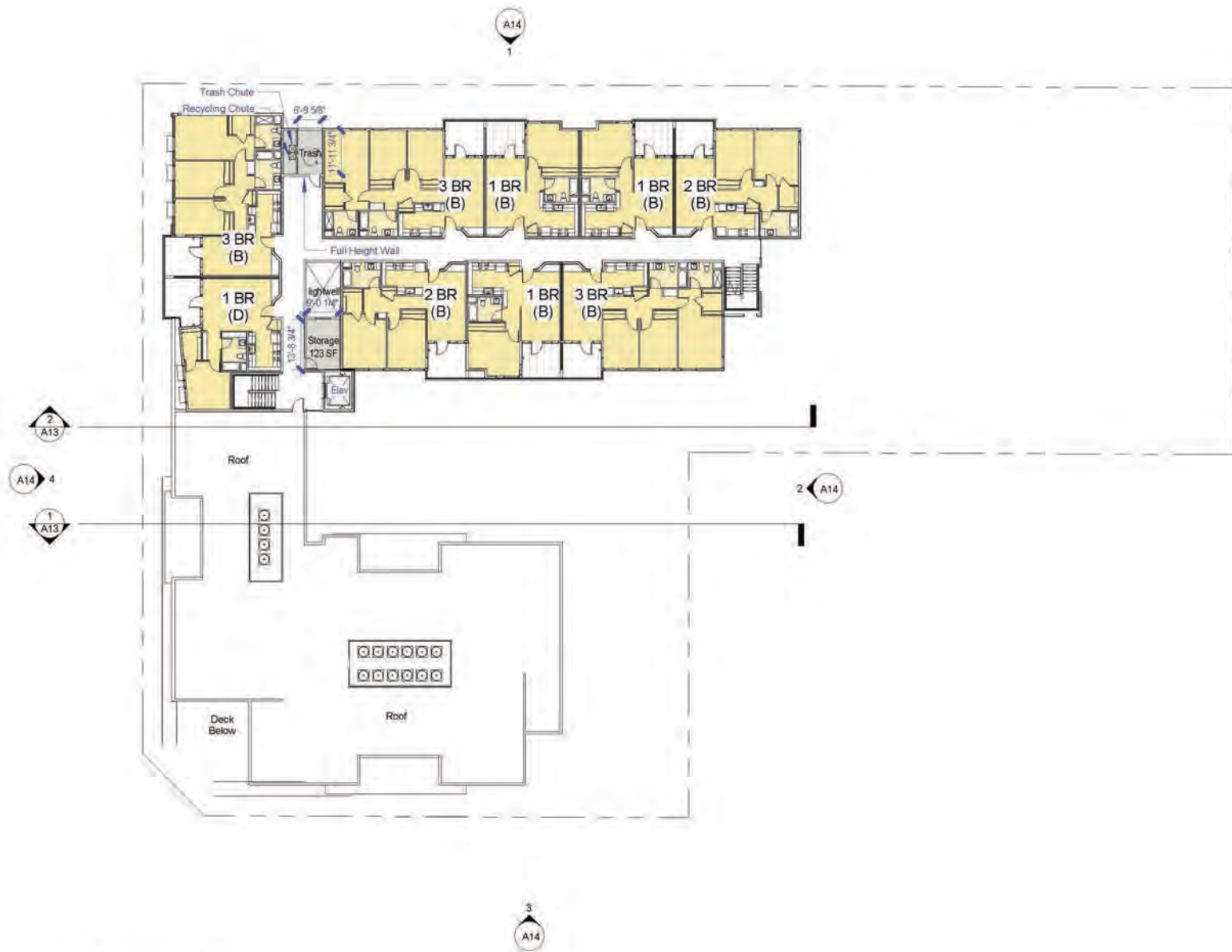


1 Third Floor Plan
 1/16" = 1'-0"

Source: Shelter LLP, January 19, 2016



Figure I-7
 Third Level Floor Plan

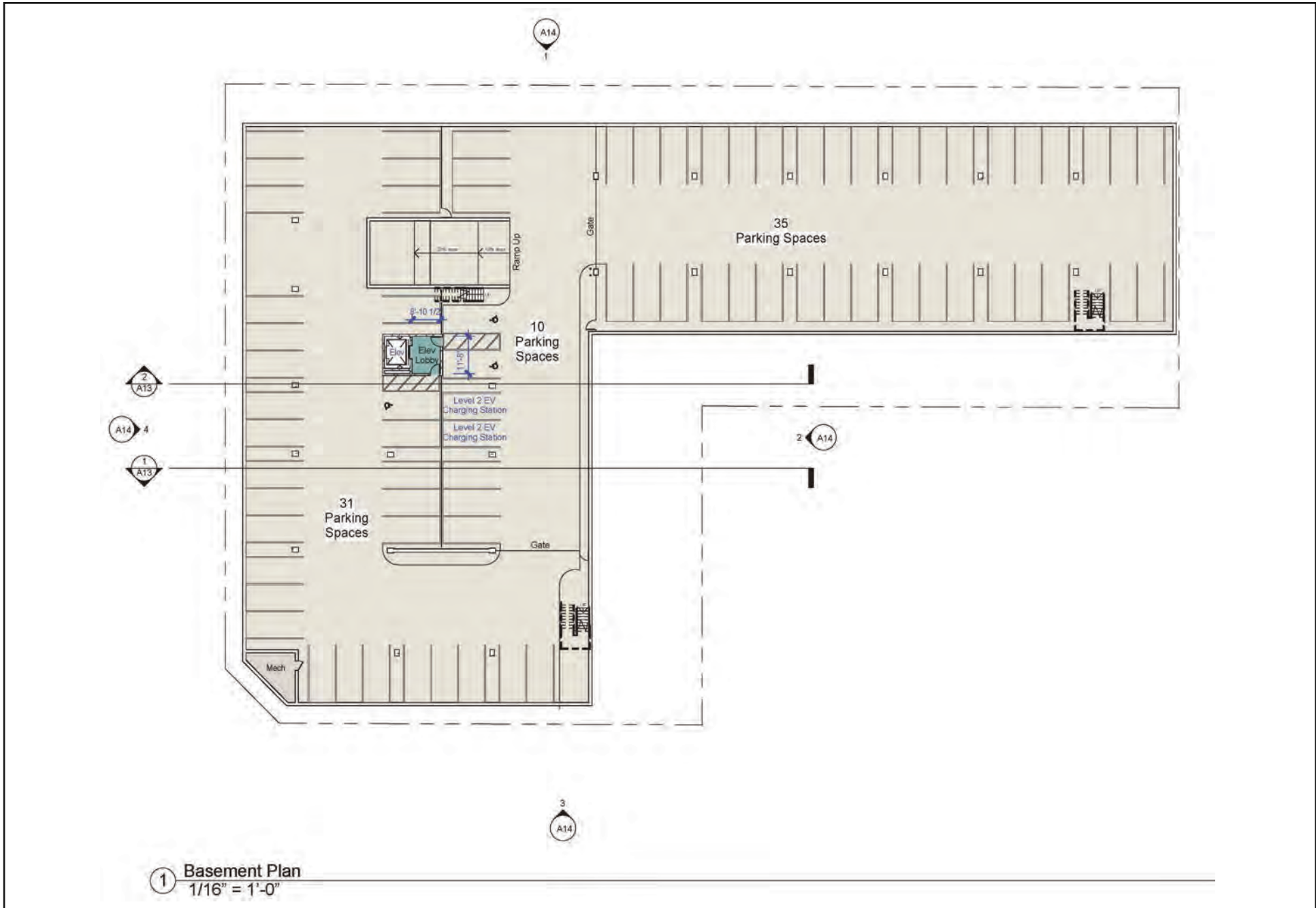


1 Fourth Floor Plan
 1/16" = 1'-0"

Source: Shelter LLP, January 19, 2016



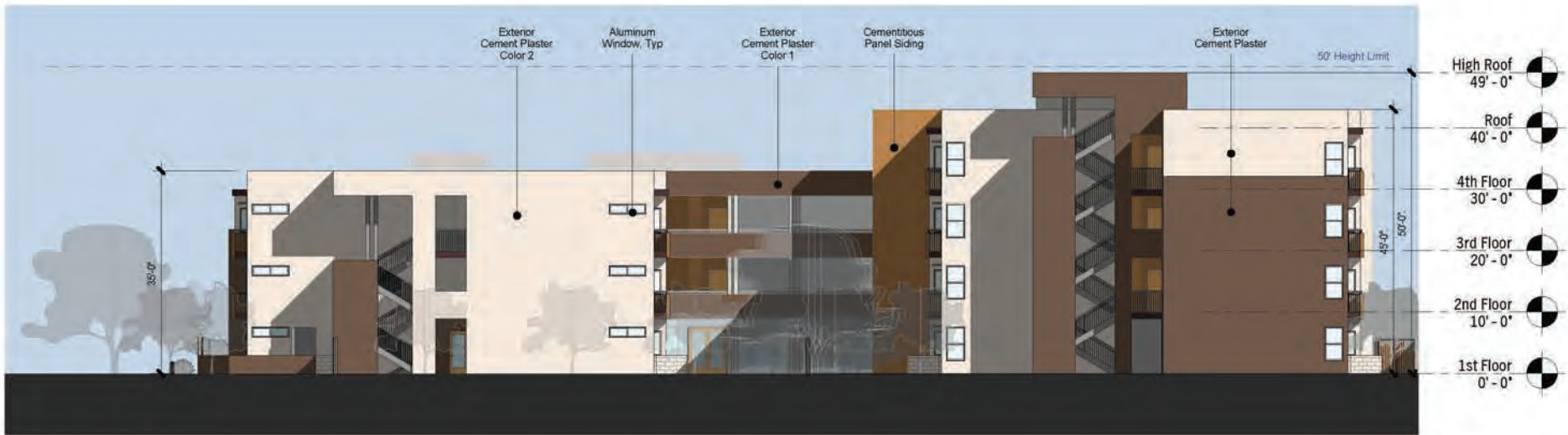
Figure I-8
 Fourth Level Floor Plan



Source: Shelter LLP, January 19, 2016



② North Elevation
1" = 10'-0"

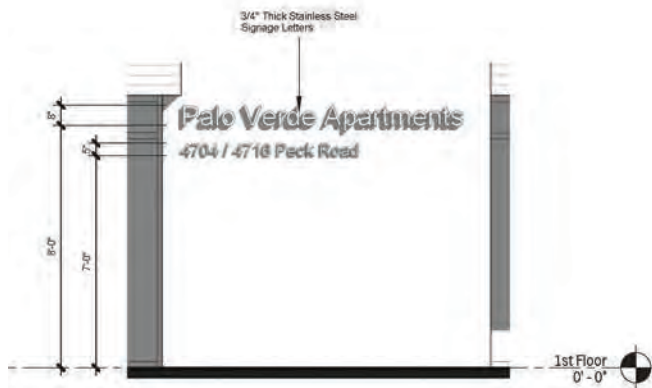


① East Elevation
1" = 10'-0"

Source: Shelter LLP, January 19, 2016



② West Elevation - Peck Road Elevation
1" = 10'-0"

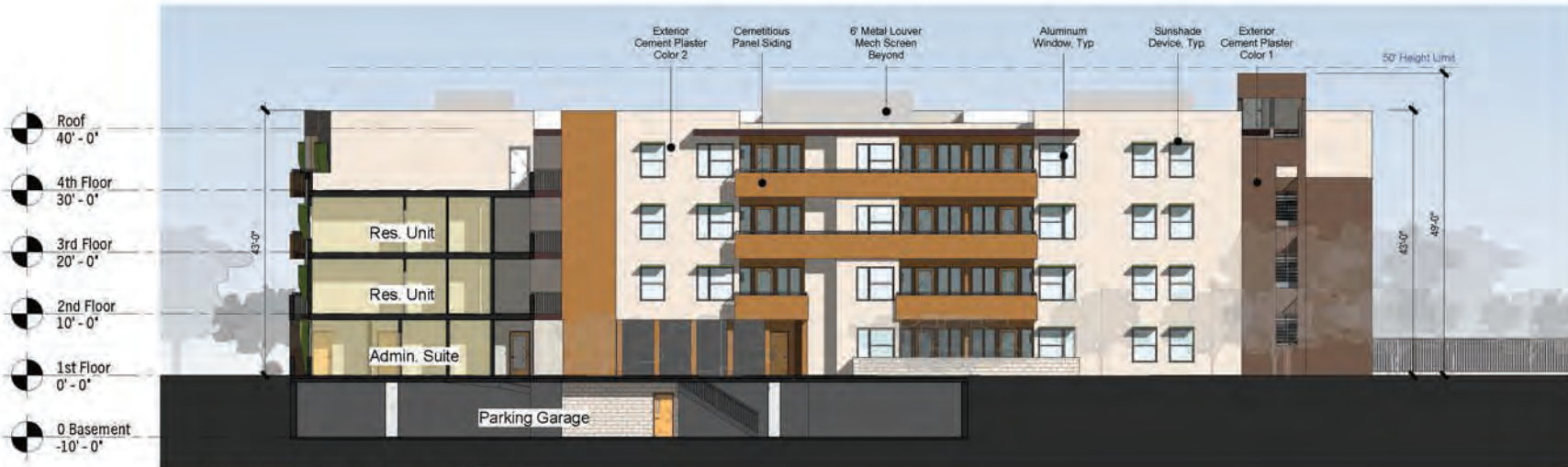


③ Exterior Signage Detail
1/4" = 1'-0"

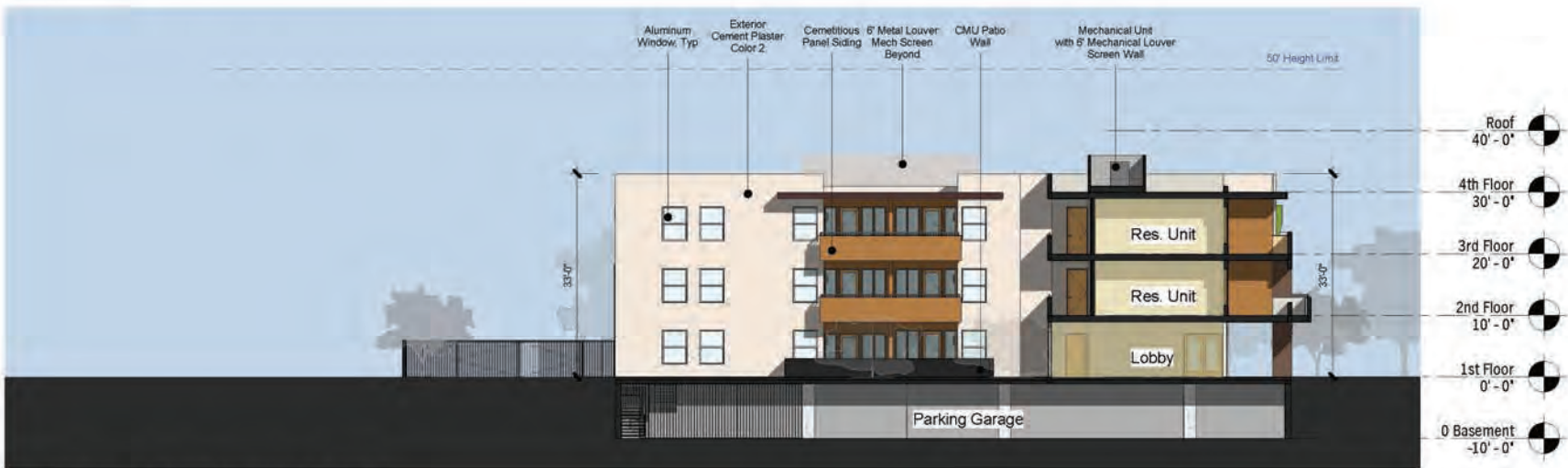


① South Elevation - Ranchito Street Elevation
1" = 10'-0"

Source: Shelter LLP, January 19, 2016

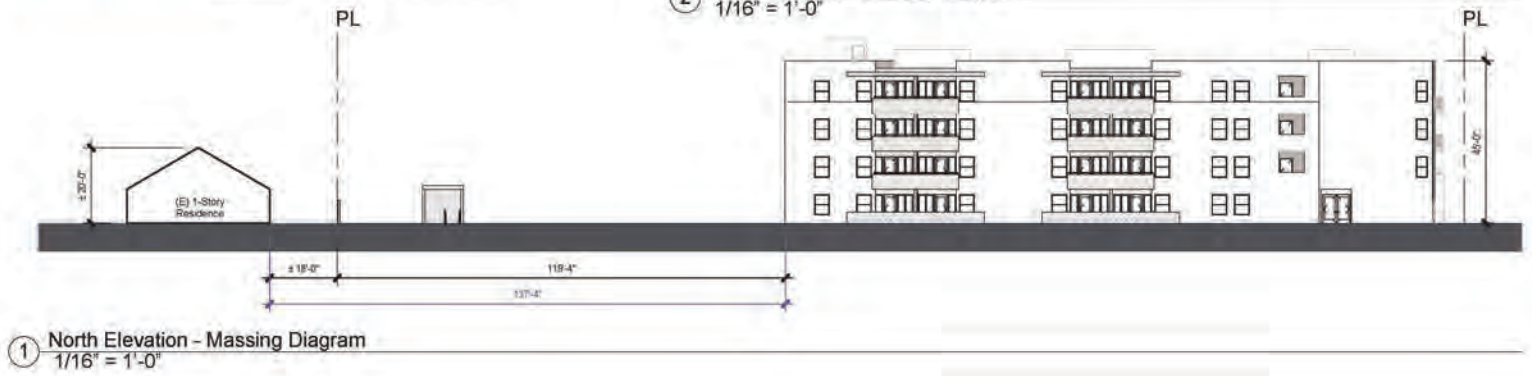
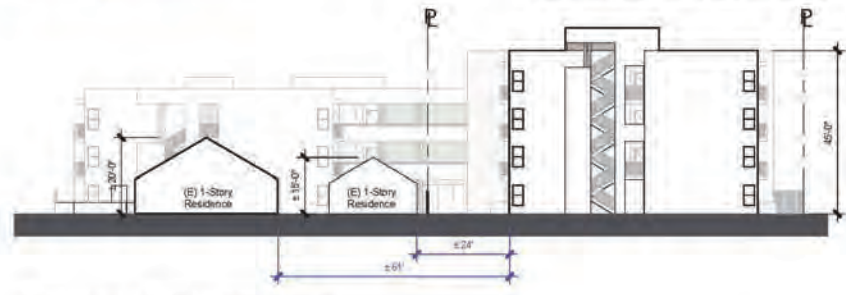
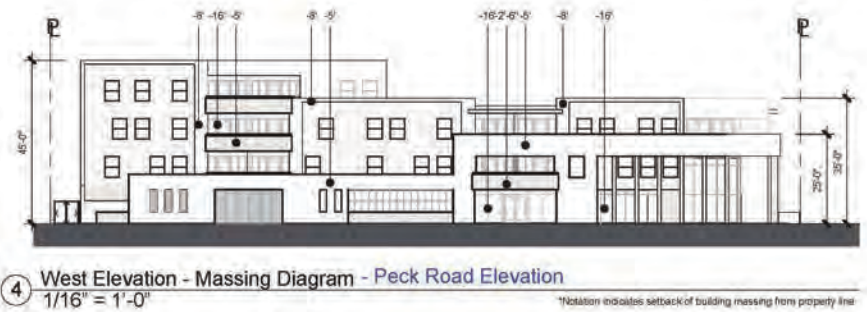
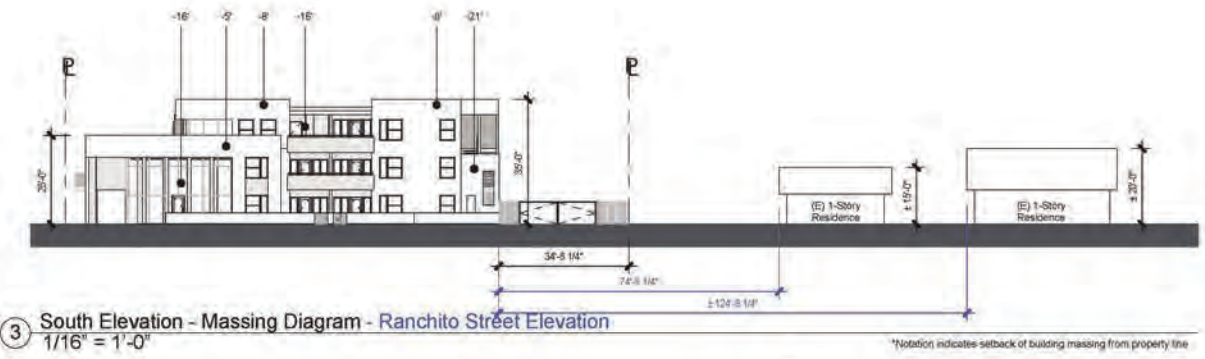
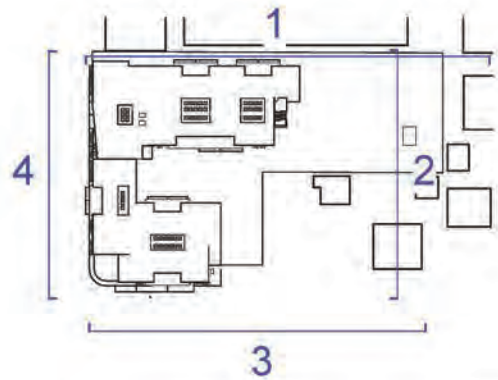


2 Section 1 / South Courtyard Elevation
1" = 10'-0"



1 Section 2 / North Courtyard Elevation
1" = 10'-0"

Source: Shelter LLP, January 19, 2016



Source: Shelter LLP, January 19, 2016



Figure I-13
 Massing Diagrams

Open Space and Landscaping

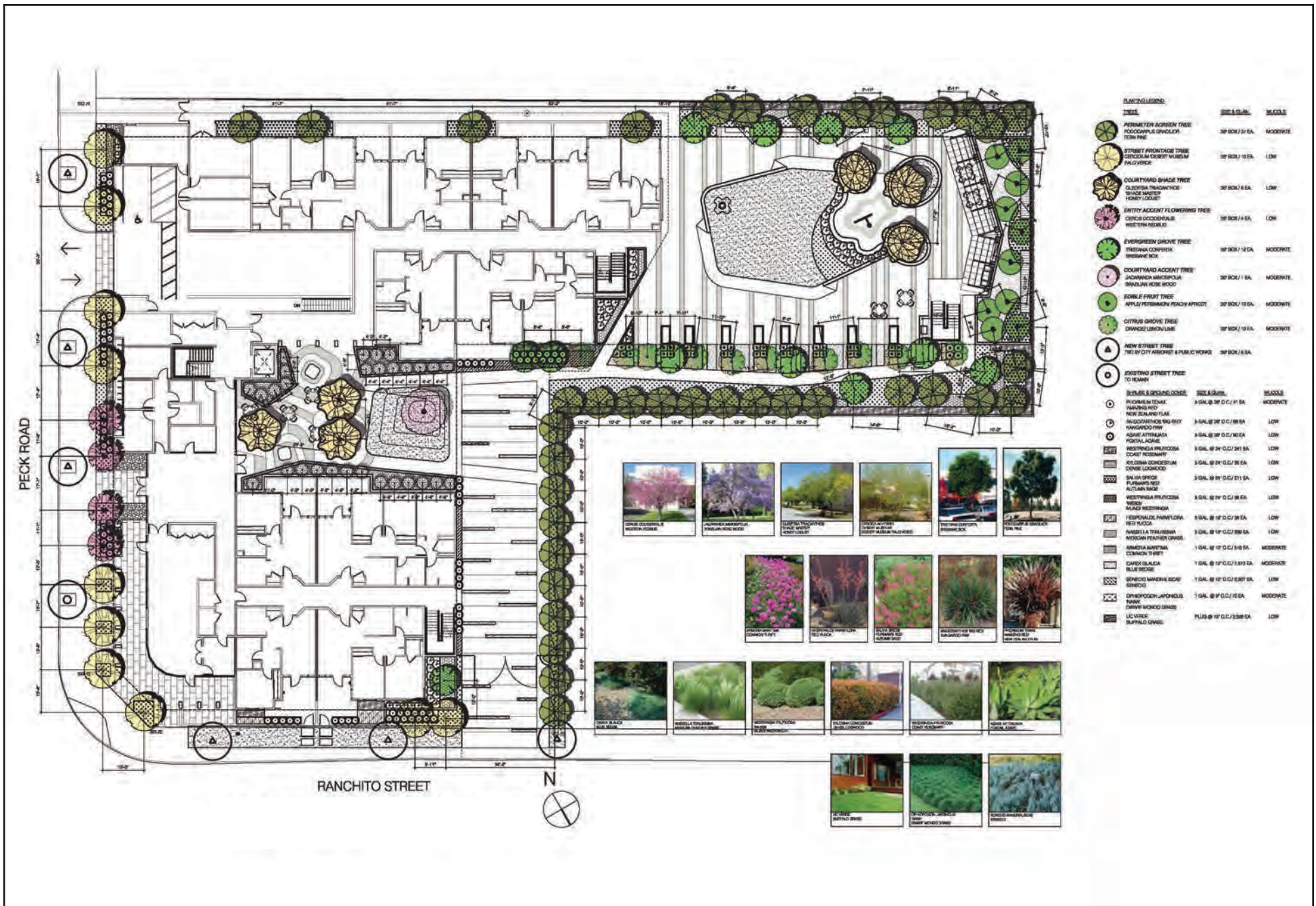
The Proposed Project will provide open space areas, consisting of private open space on balconies and common open space areas on the ground floor and second and third floor deck. The Project is proposed to satisfy the minimum open space and landscaping requirements of the Zoning Code as summarized in Table I-2. The Proposed Project requires 9,800 square feet of common open space per the Zoning Code and 18,714 square feet of common open space will be provided. Landscaping features will include entry accent trees, perimeter screen trees, courtyard shade trees and new street trees. Landscape plans are depicted in Figure I-14 and I- 15 for the ground level and third floor, respectively. Figure I-16, Diagrammatic Site Sections, illustrate the landscape screening from balconies looking east towards the single-family home on Ranchito Street.

Table I-2
Open Space / Landscape Summary

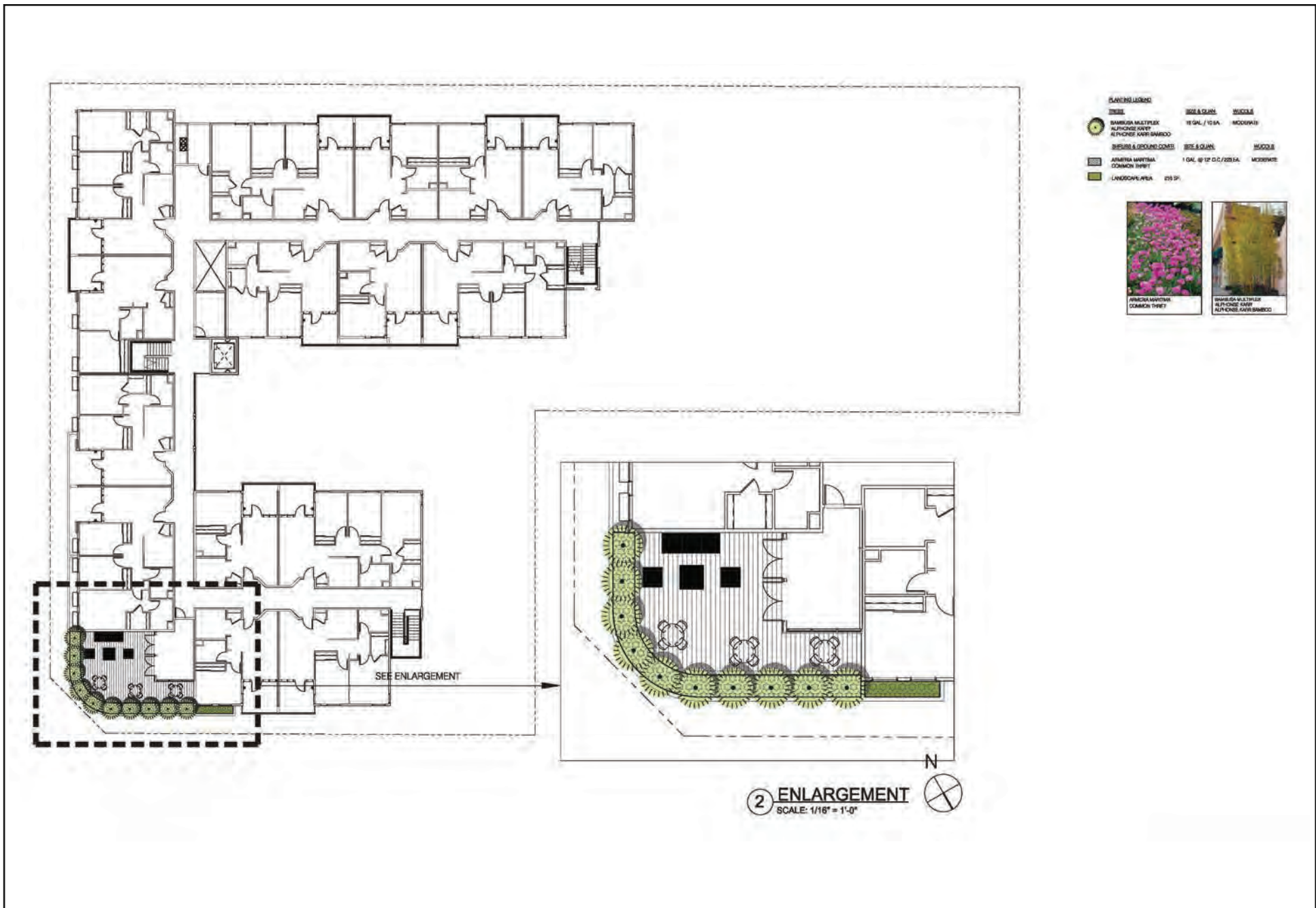
Open Space Code Requirements			
	Number of Units	Square Feet Required	Total Square Feet Required
Common Open Space			
Dwelling Units	49 du	200 sf	9,800 sf
Total Common Open Space	49 du	--	9,800 sf
Private Open Space			
Ground Floor Units	-	150 sf	-
Upper Floor Units	-	100 sf	-
<i>Source: City of El Monte Zoning Code Section 17.45.070</i>			
Open Space / Landscaping Features		Area Proposed (Square Feet)	
Common Open Space			
	Courtyard One	5,250 sf	
	Courtyard Two	12,000	
	Deck	514	
	Club House	950 ^a	
	Total Common Open Space	18,714 sf	
Private Open Space			
	Ground Floor Units	150 sf	
	Upper Floor Units	100 sf	
<i>Notes: du = dwelling units; sf = square feet</i> <i>^a MMU Zone requires one recreational amenity/facility per 25 dwelling units. The proposed club house counts as two amenities (square feet counted towards open space).</i> <i>Source: Shelter LLP, December 3, 2014 January 19, 2016.</i>			

Parking and Access

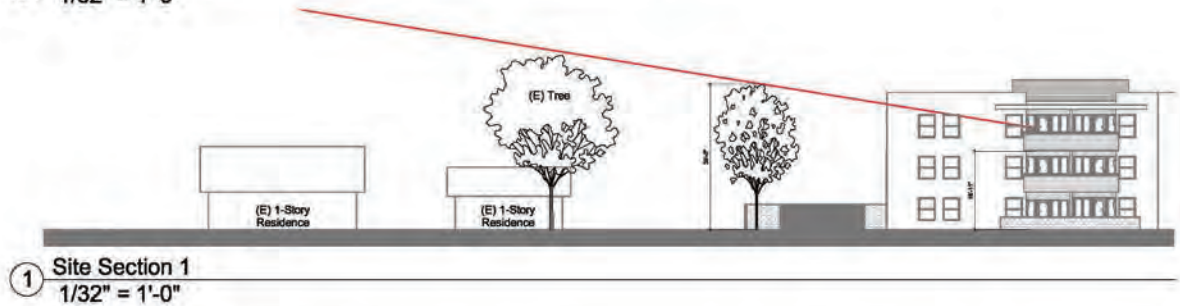
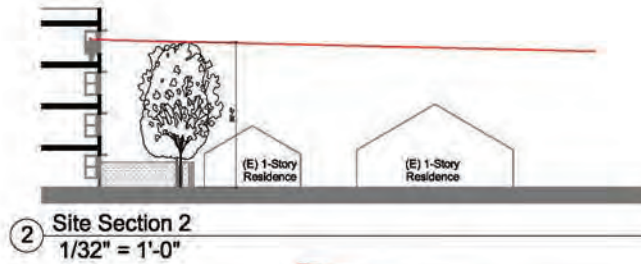
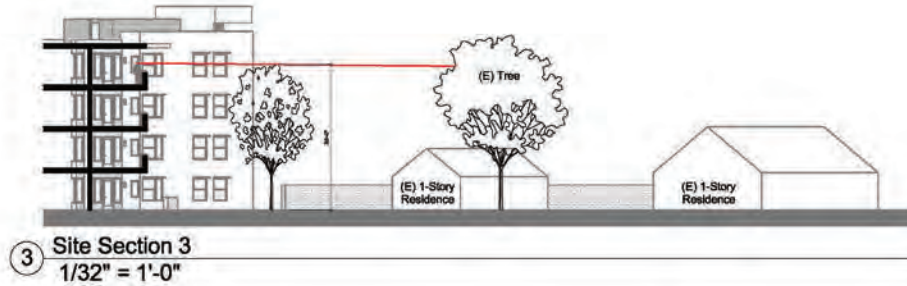
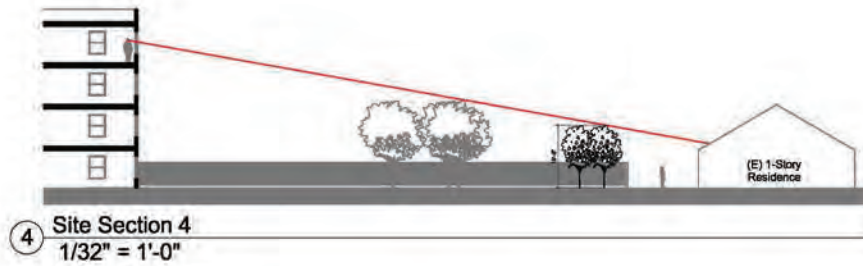
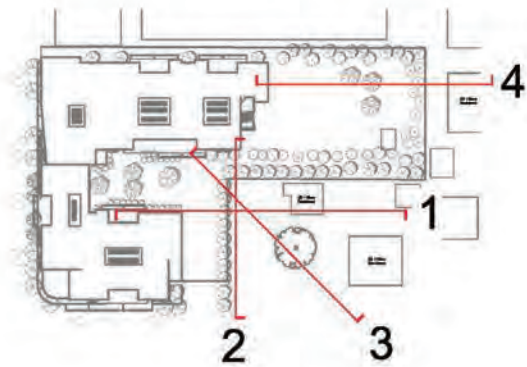
The required parking for the Proposed Project per the Zoning Code (Pursuant to Density Bonus Section 17.85.090) is 77 spaces, City of El Monte Municipal Code, Section 17.45.050 (Table A), is 0.5 spaces per dwelling unit for low income/very low income housing and 2.5 spaces for the 3-bedroom unrestricted unit that is reserved for the resident manager. Thus, the required parking for the Proposed Project pursuant to the Code is 27 parking spaces. A total of 77 parking spaces will be provided, including one parking space



Source: Shelter LLP, January 19, 2016



Source: Shelter LLP, January 19, 2016



Source: Shelter LLP, January 19, 2016

at grade and 76 parking spaces one level below grade. A summary of the proposed parking plan is provided in Table I-3. The Proposed Project will include one electrical vehicle charging station. Additionally, the Proposed Project would require 14 bike racks (two bike racks per five dwelling units for the first 20 dwelling units, and one bike per five dwelling units thereafter). The Proposed Project would include 14 wall-mounted lockable bike racks. As shown previously in Figure I-5, Ground Level Floor Plan, the Proposed Project would have one driveway located off of Peck Road.

**Table I-3
Proposed Parking Summary**

Description	Units	Parking Requirements Per Zoning Code ^a	Parking Required ^a	Parking Requirements Per Zoning Code ^b	Parking Proposed
1-Bedroom	21	1.7 space per 1 Bedroom 0.5 per du	36 10.5	1 space per 1-Bedroom	21
2-Bedroom	13	2 spaces per 2-Bedroom 0.5 per du	26 6.5	2 spaces per 2-Bedroom	26
3-Bedroom	14	0.5 per du	38 7	2 spaces per 3-Bedroom	30
<u>3-Bedroom (Unrestricted Resident Manager Unit)</u>	<u>1</u>	<u>2.5 spaces per 3-Bedroom</u>	<u>2.5</u>		
Guest Parking (Unrestricted Resident Manager Unit)	--	0.25 spaces per du	43 0.25	--	--
Total	49	--	113 26.75	--	77

Notes: du = dwelling units; sf = square feet
^a Parking for the Proposed Project pursuant to City of El Monte Zoning Code Section 17.45.050 (Table A) (Mixed/Multiuse Zone)
^b Parking for the Proposed Project pursuant to the City of El Monte Zoning Code Section 17.85.090 (Density Bonus Parking Incentive).
Source: Hollywood Community Housing Corporation, November 12, 2014 January 19, 2016.

Construction

Construction of the Proposed Project is anticipated to occur over an approximate 14-month period. Buildout and occupancy is anticipated by 2017. The construction process would be divided into the following phases: (1) Demolition of the surface parking lot, (2) Excavation/Grading/Structural Foundation, and (3) Structural Framing/Building/Finishing.

Construction of the Proposed Project would require the demolition of the two structures and surface parking lot. Site clearing is anticipated to take approximately one month.

The excavation, grading, and foundation site preparation phase is anticipated to occur over a three month period immediately following the demolition phase. The Proposed Project includes one level of subterranean parking and would require the excavation and export of approximately 16,556 cubic yards of soil. Trucks for soil export and construction material delivery would enter and exit the Project Site from Peck Road.

The building construction and finishing phases are estimated to occur over an approximate 10-month period immediately following the completion of the building foundation. The finishing phases of construction usually involve painting the interior of the buildings and installation of windows, millwork and flooring materials. The finishing phases typically overlap with the later phases of building construction. The finishing phase of the Proposed Project is expected to occur during the final three months of the construction process.

Construction activities could necessitate temporary lane closures on streets adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to mitigate any temporary impacts to the neighborhood and surrounding traffic. To the extent feasible construction equipment would be staged on-site for the duration of construction activities. Traffic lane and right-of-way closures, if required, will be properly permitted by the City agencies. Unless stated otherwise, all construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities.

Haul Route

All construction debris would be recycled to the maximum extent feasible to meet the City's solid waste diversion goals in accordance with Assembly Bill 939 (AB 939). Construction debris and soil materials from the site that cannot be recycled or diverted would likely be hauled to the El Sobrante Landfill, which accepts construction and demolition debris and inert waste from areas within the County of Los Angeles. The El Sobrante Landfill is approximately 52 miles south of the Project Site (approx. 104-miles round trip). For recycling efforts, the Puente Hills Materials Recovery Facility accepts construction waste for recycling and is located approximately 7.5 miles south from the Project Site.

Approval of a Haul Route would be requested from the City prior to construction. For purposes of analyzing the construction-related impacts, it is anticipated that the excavation and soil export would involve 18-wheel bottom-dump trucks with an average of 12 cubic yard hauling capacity. All truck staging would either occur on-site or at designated off-site locations and radioed into the site to be filled. The anticipated haul route would include entering/exiting the Project Site from Peck Road. The haul route would extend eastbound to the 605 freeway via Lower Azusa Road. Approval of the haul route, and any subsequent modifications, would be issued by the Department of Transportation and Street Services.

Related Projects

In accordance with CEQA Guidelines Section 15064(h), this IS/MND includes an evaluation of the Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

“(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are

cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.

(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.

(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."

In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of cumulative impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

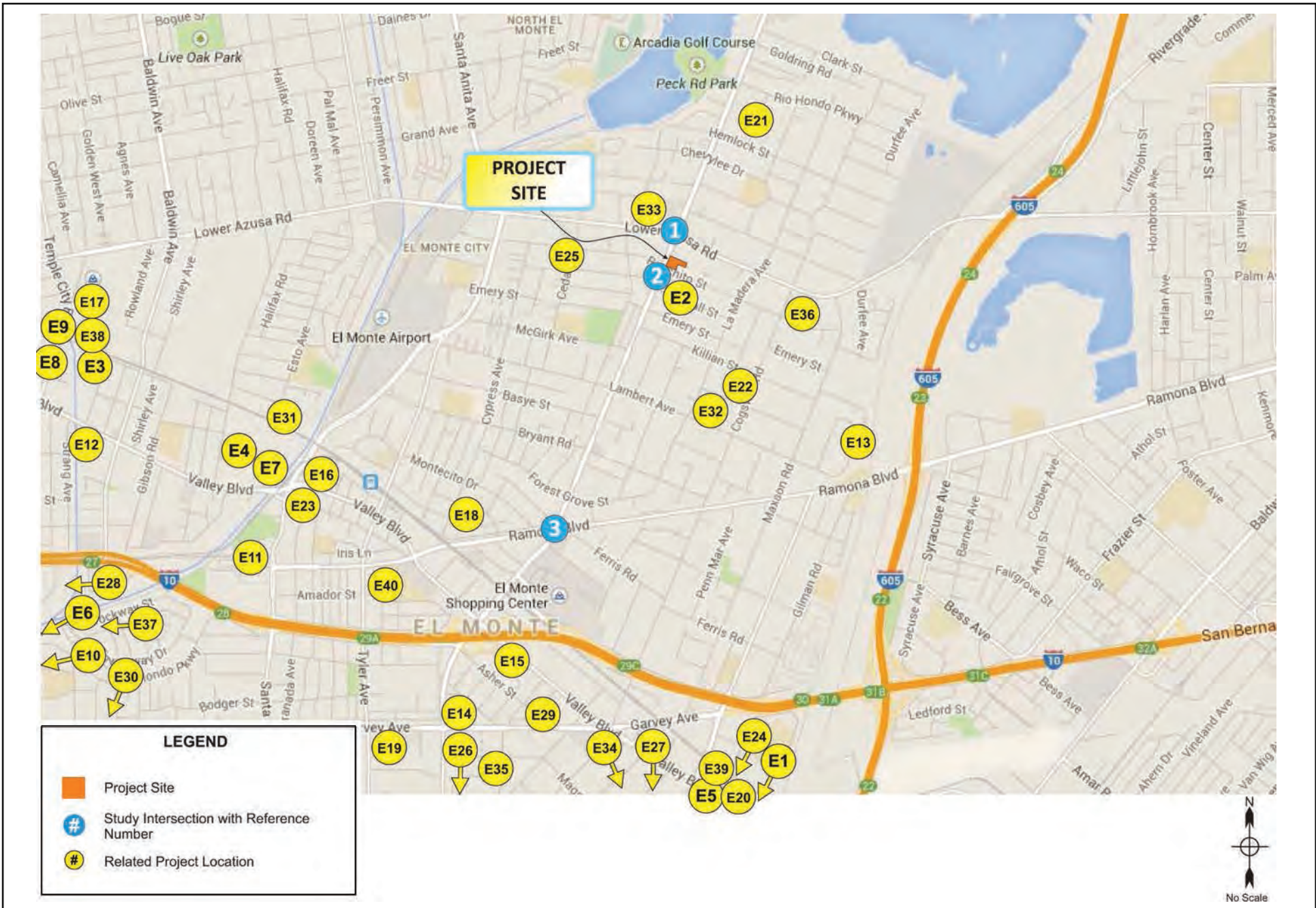
The related projects identified are included in Table I-4, Related Projects List, below. A total of 40 related projects were identified within the affected Project area. The locations of the related projects are shown in Figure I-~~13~~ 17, Related Projects Location Map. An analysis of the cumulative impacts associated with these related projects and the Project are provided under each individual environmental impact category in Section II of this IS/MND.

**Table I-4
Related Projects List**

Project Number	Location/Address	Land Use	Size	Units
E1	12417 – 12467 Denholm Drive	Single Family Homes	62	DU
E2	4610 Peck Road	Condominiums	23	DU
E3	4127-4123 Rowland Drive	Condominiums	69	DU
E4	Walmart - 4000 Arden Drive	Free Standing Discount Superstore	182,500	TSF
E5	12346 Valley Boulevard	Retail	27,280	TSF
E6	9235 Whitmore Street	Office	60,000	TSF
E7	10525 Valley Boulevard	Light Industrial/ Warehousing	24,400	TSF
E8	4213 Temple City Boulevard	Light Industrial/ Warehousing/ Commercial	502,390	TSF
E9	4304 Temple City Boulevard	Light Industrial	24,950	TSF
E10	9133 Garvey Avenue	Light Industrial	96,660	TSF
E11	Gateway TOD - Between 1-10, Valley Boulevard, Rio Hondo Channel, and Santa Anita Avenue	Condominiums Retail	485 25,000	DU TSF
E12	9920 W. Valley	Hotel	133	Rooms
E13	4422-4236 Bannister Avenue	Single Family Homes	23	DU
E14	11301-11401 Garvey Avenue	Townhomes Retail	114 6,000	DU TSF
E15	11640-11710 Valley Boulevard	Townhomes Retail	78 30,000	DU TSF
E16	NEC Valley and Santa Anita	Shopping Center	115,000	TSF
E17	4400 Temple City Boulevard	Light Industrial/ Commercial	111,380	TSF
E18	3708 Cypress Avenue	Single Family Homes	12	DU
E19	11022-11048 Garvey Avenue	Townhomes Retail	70 2,154	DU TSF
E20	12432 Valley Boulevard	Shopping Center	29,928	TSF
E21	5229 Hamill Road	Single Family Homes	3	DU
E22	4455 Cogswell Road	Single Family Homes	2	DU
E23	10606 Valley Boulevard	Restaurant	7,600	TSF
E24	12345 Dahlia Avenue	Single Family Homes	2	DU
E25	4731 Cedar Avenue	Single Family Homes	2	DU
E26	12228 Chosen Street	Manufacturing	29,365	TSF
E27	2728 Durfee Avenue	Office	1,625	TSF
E28	Flair Spectrum 9400 Flair Drive	Hotel Outlet Center Restaurant Condominiums	250 640,000 50,000 600	Rooms TSF TSF DU
E29	11707 Garvey Avenue	Retail Senior Housing Assisted Living	5,700 29 87	TSF DU DU

Project Number	Location/Address	Land Use	Size	Units
E30	9846 Giovanne Street	Condominiums	2	DU
E31	10620 Hickson Street	Light Industrial	65,000	TSF
E32	11830 and 11842 Lambert Avenue	Single Family Homes	6	DU
E33	11511 Lower Azusa Road	Single Family Homes	2	TSF
E34	12217 Magnolia Street	Single Family Homes	3	DU
E35	2711 Meeker Avenue	Single Family Homes	2	DU
E36	12045 Ranchito Street	Single Family Homes	3	DU
E37	3268 Rosemead Boulevard	Office	12,200	TSF
E38	4301 Temple City Boulevard	Office	5,691	TSF
E39	12300 Valley Boulevard	Retail Hotel	6,000 50	TSF DU
E40	SE Corner of Ramona Boulevard and Tyler Avenue	Apartments	40	DU

Notes: TSF = Total Square Feet, DU = Dwelling Units
Source: Traffic Impact Study for the Proposed Palo Verde Apartment Project 4704 and 4716 Peck Road, El Monte, prepared by Koa Corporation, dated February 13, 2015.



Source: KOA Corporation, February 13, 2015



Figure I- 13-17
Related Project Location Map

C. ENTITLEMENT REQUESTS

The Applicant is requesting that the following entitlements be granted by the City of El Monte as the designated lead agency:

1. *Density bonus approval with parking reduction:* Pursuant to Chapter 17.85 of the City of El Monte Municipal Code the Applicant is seeking a density bonus and parking reduction to allow for the construction of a 49-unit affordable family housing development. The permitted density allowed on the project site is 1 dwelling unit per 1,244 square feet, which allows for a density of ~~35~~ 36 dwelling units. ~~The required parking for the Proposed Project in an MMU zone without density bonus, is 113 parking spaces. The required parking for the Proposed Project, pursuant to a concession under the Density Bonus Section 17.85.090, is 77 parking spaces.~~

Related approvals (as needed), ministerial or otherwise, such as approval of a haul route, may be necessary, as the City finds appropriate in order to execute and implement the Proposed Project. Other responsible governmental agencies may also serve as a responsible agency for certain discretionary approvals associated with the construction process, which include, but are not limited to the South Coast Air Quality Management District (construction-related air quality emissions) and the Regional Water Quality Control Board, Los Angeles Region (construction- related water quality).

II. INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

A. INTRODUCTION

1. Project Title: Palo Verde Apartments Project
2. Lead Agency: City of El Monte
Address: 11333 Valley Boulevard, El Monte, CA 91731
3. Contact Person: Jennifer Davis, City Planner
jdavis@ci.el-monte.ca.us
4. Project Location: 4704 – 4716 Peck Road, El Monte, CA 91732
5. Project Sponsor's Name: Hollywood Community Housing Corporation
Address: 5020 Santa Monica Boulevard, Los Angeles, CA 90029
Contact Person: Eleanor Atkins, Project Manager
6. General Plan Designation: Mixed/Multi Use
7. Zoning: MMU
8. Project Description: 49 multi-family (affordable) dwelling units. (See Section I for details)
9. Surrounding Land Uses and Setting (Briefly describe the Project's surrounding): One story commercial retail to the north and west, one story single family residential to the east, and one story commercial retail / one story mobile homes to the south.
10. Other Agencies or entities whose approvals may be required (e.g., permits, financing approval, or participation agreement): Density bonus approval with parking reduction.

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

C. DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:


I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find 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 earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it 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
City of El Monte
Jason Mikrehan
City Planner

1/21/16
Date

D. ENVIRONMENTAL IMPACTS

(A brief explanation of all answers is required except “No Impact” answers that are adequately supported by the information sources cited.)

I. AESTHETICS. Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Response a: No Impact. A significant impact may occur if the Proposed Project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance); and focal views (visual access to a particular object, scene, or feature of interest). As shown in the site photographs depicted in Figure I-3, Photographs of the Project Site, no scenic views or focal views occur on the Project Site. The Project Site is occupied by a single-story residential structure, a single-story commercial structure, an asphalt paved parking area and undeveloped space. Additionally, as concluded in the Historic Assessment (See Appendix C of this IS/MND), the existing structures on the Project Site are currently vacant and are not designated as historic. The existing structures and surface parking will be demolished. The site topography is roughly level. Vegetation onsite consists of grasses, shrubs, weeds and trees.

As shown in Figure I-4, Photographs of Surrounding Land Uses, views from the Project Site consist of residential and commercial development surrounding the Project Site. Views from the Project Site of the San Gabriel Mountains, located north of the Project Site, are largely blocked by the existing commercial development to the north and northwest of the Project Site, as shown in Figure I-4, View 10 and View 11. Although the Proposed Project would impact existing views from adjacent residential properties, such view obstruction impacts are not considered significant unless such views are specifically protected by a viewshed protection ordinance. No viewshed protection ordinances exist for the project area. Therefore, impacts to private views are considered less than significant. The Proposed Project would develop the Project Site with a new four-story residential development that is 50 feet high above grade. Due to the relatively level topography and extent of development within the immediate area, there are no scenic views or vantage points that afford

scenic views. Therefore, no impact to any recognized or valued scenic view would occur.

Response b: Potentially Significant Impact Unless Mitigation Incorporated. A significant impact would occur only if scenic resources would be damaged and/or removed by development of the Proposed Project. The Project Site is not located within or along a designated scenic corridor, and is not considered a scenic resource. The Project Site is bounded by Peck Road to the west and Ranchito Street, neither of which are designated as a scenic highway. The Project Site is currently occupied by a single-story residential structure, a single-story commercial structure, asphalt paved parking areas and vacant space. As concluded in the Historic Assessment (See Appendix C of this IS/MND), the existing structures on the Project Site are not designated as historic, and as such no historic structures would be impacted by the redevelopment of the Project Site. As described in the Tree Report (See Appendix B of this IS/MND), the Project Site has a total of 27 trees and palms on site. None of these trees are on the “native species” list that is part of the City of El Monte’s Tree Ordinance. Of these, 20 of the trees are greater than 36 inches in circumference (if a single trunk) or 75 inches in combined circumference if a multi-trunk, and therefore fall into the “heritage” tree category as defined by the City of El Monte’s Tree Ordinance. Although the two main species located on the Project Site are considered invasive species and are generally not desirable trees, several of them are large enough to be considered “heritage”. As such, removal and replacement of these existing heritage trees would be subject to the review and approval of the City of El Monte. Therefore, with implementation of Mitigation Measures IV-1, IV-2 and IV-3, as described in Section IV (a) Biological Resources, impacts to scenic resources resulting from the removal and replacement of existing heritage trees on the Project Site would be mitigated to a less than significant level.

Response c: Potentially Significant Impact Unless Mitigation Incorporated. A significant impact would occur if the Proposed Project were to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the Project Site. Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation if the Project Site is not attractively landscaped and maintained in an acceptable manner over the operational life of the Project. Implementation of Mitigation Measure I-1, below, would ensure any impacts related to landscaping and maintenance are mitigated to a less than significant level.

Building Height and Massing

With respect to building mass and height, land uses in the Project vicinity generally consist of one-story and two-story commercial and residential uses. The redevelopment of the Project Site would result in physical changes to the environment as the existing structures and landscaping would be replaced by a modern, four story multi-family housing development. The proposed structure would be 50 feet above grade, with one level of parking below grade. The Project Site is located in a Mixed/Multi Use Zone, which allows for a building height of four-stories (50 feet). The Proposed Project would include a total of ~~95,440~~ 95,344 gross square feet of development. The permitted density allowed on the project site is one dwelling unit per 1,244 square feet, which allows for a density of ~~35~~ 36 dwelling units. The proposed density of the Project is 49 units. As such, the Project is requesting a 35% density bonus per the Density Bonus Chapter of the El Monte Municipal Code (Section 17.85). Although the Proposed Project would be two to three stories higher than the existing commercial and residential properties surrounding the Project Site, the proposed building's design will use stepped massing and exterior design elements to help tie into the existing single-story neighborhood character.

Building elevations and sections of the Proposed Project are depicted in Section I, Project Description (See Figures 10 through 12). Additionally, as shown in Figure I-5, Ground Level Floor Plan, the four-story development is located largely on the western portion of the Project Site, fronting Peck Road, with a landscaped courtyard located on the eastern portion of the Project Site. The Proposed Project's landscape plan includes planting screen trees (fern pines which grow to a height of 40 feet) along the perimeter with residential properties which will, in time, create a visual barrier between the existing single-family homes to the east of the Project Site and the Proposed Project. Figure I-14 and I-15 illustrate the landscape plan for the ground level and third floor, respectively. In addition, any windows from units on the third and fourth floors are horizontally configured to reduce sight lines to adjacent residential homes. Figure I-16, Diagrammatic Site Sections illustrate the landscape screening from balconies looking east towards the single-family home on Ranchito Street. Furthermore, the Proposed Project would be surrounded by a six-foot perimeter concrete block wall, creating a further barrier between existing homes and the Proposed Project. Lastly, as shown in Figure I-13, Massing Diagrams the proposed building is separated by approximately 119 feet from the northeastern property line by a landscaped courtyard and approximately 34 feet from the southeastern property line by a fire access lane and landscape screening.

The Proposed Project would be the first in the local neighborhood to make use of the City's MMU zone, which encourages higher densities along commercial corridors. As such, the Proposed Project would be compatible with the commercial character fronting Peck Road. Thus, with approval of the 35% density bonus to allow for the construction of 49 affordable units, The Proposed Project would be consistent with the development standards of the local Municipal Code with respect to the allowable building height and massing of structures and building setbacks and therefore, the Proposed Project's impacts with respect to building height and massing would be less than significant.

General Maintenance and Graffiti

During construction, the Project Site would have the potential to attract unlawful bill postings, graffiti, and other forms of vandalism if the site is not properly secured and maintained. To ensure the Project Site is maintained in an acceptable manner, Mitigation Measure I-2, below, is recommended to ensure aesthetic impacts are mitigated to a less than significant level. Impacts associated with graffiti, poor maintenance and/or overgrown vegetation during the operation of the Project would be mitigated to a less than significant level.

Mitigation Measures:

- I-1 Aesthetics (Landscape Plan). All open areas not used for buildings, driveways, parking areas, recreational facilities or sidewalks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.
- I-2 Aesthetics (Vandalism). Construction equipment, debris, and stockpiled equipment shall be enclosed within a fenced or visually screened area to effectively block the line of sight from the ground level of neighboring properties. Such barricades or enclosures shall be maintained in

appearance throughout the construction period. Graffiti shall be removed immediately upon discovery.

Response d: Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project introduces new sources of light or glare on or from the Project Site, which would be incompatible with the areas surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. The determination of whether a project results in a significant nighttime illumination impact shall be made considering the following factors: (a) the change in ambient illumination levels as a result of Proposed Project sources; and (b) the extent to which Proposed Project lighting would spill off the Project Site and affect adjacent light-sensitive areas.

Light

Night lighting for the Proposed Project would be provided in order to illuminate the building entrances, common open space areas, and parking areas, largely to provide adequate night visibility for residents and visitors and to provide a measure of security. A moderate degree of illumination already exists in the project vicinity by street and pedestrian lighting along Peck Road. The Proposed Project would not generate a substantial increase in ambient lighting. Project lighting fixtures would be directed towards the interior of the Project Site and away from any nearby land uses. The Proposed Project would not introduce any new sources of substantial light that are incompatible with the surrounding areas. Vehicular access to the Project Site would be provided off of Peck Road. As such vehicle headlights would be directed towards the adjacent land uses to the west, which consists of one-story commercial building fronting Peck Road. As noted in Mitigation Measure I-3, below, the Proposed Project will include directional lighting with shielding to ensure lighting fixtures on the ground floor do not cast excessive light on adjacent properties. Therefore, with mitigation the Proposed Project's impacts would be less than significant.

Glare

Potential reflective surfaces in the Project vicinity include automobiles traveling and parked on streets, exterior building windows, and surfaces of brightly painted buildings. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. Architectural materials would include a mix of masonry/tile, metal, exterior plaster and glass. Landscaping and street trees would be provided along Peck Road and would serve to partially screen any glare from the building's windows or potentially reflective façade materials. The Proposed Project would not introduce any new sources of substantial glare that are incompatible with the surrounding areas. Additionally, as noted in Mitigation Measure I-4 below, the architectural materials to be used will be limited to such materials that do not cause excessive glare. Therefore, the Proposed Project's impacts would be less than significant.

Mitigation Measures:

I-3 Aesthetics (Light). Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

- I-4 Aesthetics (Glare). The exterior of the proposed structure shall be constructed of materials to minimize glare and reflected heat, such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces.

Shade/Shadow

The issue of shade and shadow pertains to the blockage of direct sunlight by proposed buildings, which may affect adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses have some reasonable expectations for direct sunlight and warmth from the sun. Facilities and operations sensitive to the effects of shading include: routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors. These land uses are termed “shadow sensitive” because sunlight is important to function, physical comfort of commerce. A shading impact would normally be considered significant if the Proposed Project’s structures cast shadows on shadow sensitive uses for more than three hours each day between the hours of 9:00 a.m. and 3:00 p.m. during winter months, or for more than four hours each day between the hours of 9:00 a.m. and 5:00 p.m. during the summer months. The Proposed Project’s shadow patterns for the summer solstice, spring and autumnal equinox and the winter solstice are shown in Figures II-1 through II-6, respectively.

Based on the Project’s anticipated shadow patterns and a survey of the properties affected by the Project’s shadow patterns, no shadow sensitive uses would be impacted by the proposed development. The Proposed Project would cast a shadow on the property directly north of the Project Site at various times of the day during the spring and autumnal equinox and winter solstice; however, this property is occupied by a one story commercial structure with asphalt parking and as such, does not include any shadow sensitive uses. Additionally, the Proposed Project would cast a shadow on the residential property that is immediately east of the southern portion of the Project Site between the hours of approximately 3 p.m. and 4 p.m. during the autumnal equinox and winter solstice. As shading would occur on a small area of the western portion of the property for less than one hour during the winter months, no shading impact would occur. Therefore, impacts associated with shade and shadow would be less than significant.

Cumulative Impacts: Less Than Significant Impact. Development of the Proposed Project in conjunction with the 40 related projects would result in an incremental intensification of existing prevailing land uses in an already heavily urbanized area of the City of El Monte. The Proposed Project would improve the visual character of the Project Site in a manner that is consistent with City’s General Plan land use designation and zoning, by redeveloping an underutilized site with a modern, four story multi-family housing development. Additionally, the Proposed Project would be the first in the local neighborhood to make use of the City’s MMU zone, which encourages higher densities along commercial corridors. Development of related projects is expected to occur in accordance with adopted plans and regulations. Therefore, cumulative aesthetic impacts would be less than significant.



Source: Shelter LLP, March 3, 2015



Figure II-1
Shade and Shadow Study
Summer Solstice - 8:00 A.M. and 10:00 A.M.



Summer Solstice - 2PM



Summer Solstice - 4PM

NOT TO SCALE



Source: Shelter LLP, March 3, 2015



Figure II-2
Shade and Shadow Study
Summer Solstice - 2:00 P.M. and 4:00 P.M.



Source: Shelter LLP, March 3, 2015



Figure II-3
Shade and Shadow Study
Spring/ Autumnal Equinox - 8:00 A.M. and 10:00 A.M.



Spring/Autumnal Equinox - 2PM



Spring/Autumnal Equinox - 4PM

NOT TO SCALE



Source: Shelter LLP, March 3, 2015



Figure II-4
Shade and Shadow Study
Spring/ Autumnal Equinox - 2:00 P.M. and 4:00 P.M.



Source: Shelter LLP, March 3, 2015



Figure II-5
Shade and Shadow Study
Winter Solstice - 8:00 A.M. and 10:00 A.M.



Source: Shelter LLP, March 3, 2015



Figure II-6
Shade and Shadow Study
Winter Solstice - 2:00 P.M. and 4:00 P.M.

II. AGRICULTURAL 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 agriculture and 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 Range and Assessment Project and Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict the 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 by 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 result in conversion 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"/>

Response a: No impact. The Project Site is currently occupied by a single-story residential structure, a single-story commercial structure, asphalt paved parking areas and undeveloped space. The Project Site is also located in a heavily urbanized area of the City of El Monte. No farmland or agricultural activity exists on or in the vicinity of the Project Site. According to the Soil Candidate Listing for Prime Farmland of Statewide Importance, Los Angeles County, which was prepared by the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS), the soils at the Project Site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the Project Site has not been mapped pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no impact to agricultural lands would occur.

Response b: No impact. The Project Site is zoned MMU and has a land use designation of Mixed/Multi Use in the City of El Monte. The Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site.¹ Therefore no impact would occur.

Response c: No impact. The land use designation of the Project Site is Mixed/Multi Use and the zoning designation is MMU in the City of El Monte. The Project Site is not zoned as forest land or timberland, and there is no Timberland Production at the Project Site. Therefore, no impact would occur.

Response d: No impact. The Project Site is occupied by a single-story residential structure, a single-story commercial structure, asphalt paved parking areas and undeveloped space. No forested lands or natural vegetation exist on or in the vicinity of the Project Site. Therefore no impact would occur.

Response e: No impact. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses. The Project Site is not classified in any “Farmland” category designated by the State of California. The Project Site is not located near or in any significant farmland area (i.e., a significant commercial crop or animal producing site). Therefore, no impact would occur.

Cumulative Impacts: No Impact. Development of the Proposed Project in combination with the 40 related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of forest land or conversion of forest land to non-forest use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category.² The Project Site and the surrounding area are highly urbanized area and do not include any State-designated agricultural lands or forest uses. Therefore, no cumulative impact would occur.

¹ *Williamson Act Program, California Division of Land Resource Protection, website*
ftp://ftp.consrv.ca.gov/pub/Dlrp/WA/2012%20Statewide%20Map/WA_2012_11x17.pdf, accessed October 2014.

² *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2006, Map, website:*
<ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2006/los06.pdf>, accessed October 2014.

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Response a: Less Than Significant Impact. A significant air quality impact could occur if the project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. In the case of projects within the City of El Monte or elsewhere in the South Coast Air Basin (Basin), the applicable plan is the 2012 Air Quality Management Plan, which is prepared by the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of AQMPs. The most recent AQMP was adopted by the Governing Board of the SCAQMD on December 7, 2012. The 2012 AQMP was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. It builds on the approaches taken from the 2007 AQMP for the attainment of the federal ozone air quality standard. These planning efforts have substantially decreased the population’s exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of SCAG’s 2012-2035 RTP/SCS are considered consistent with the AQMP growth projections, since the Growth Management Appendix of the 2012-2035 RTP/SCS forms the basis of the land use and transportation control portions of the 2012 AQMP. As discussed in Section XIII,

Population and Housing, Question (a), impacts with respect to population, housing and employment would be less than significant. Thus, the Proposed Project would not impair implementation of the AQMP, and this impact would be less than significant.

Response b: Potentially Significant Impact Unless Mitigation Incorporated. A project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod.2013.2.2) recommended by the SCAQMD (See Appendix A of this IS/MND for Air Quality Modeling Worksheets).

Construction Emissions

Demolition and construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. Construction activities involving site excavation, grading and foundation preparation would primarily generate PM_{2.5} and PM₁₀ emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table II-1, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each construction phase. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the lots, and maintaining effective cover over exposed areas. To ensure compliance with these applicable rules, the following mitigation measures will apply to the Proposed Project:

**Table II-1
Estimated Peak Daily Construction Emissions**

Emission Source	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Demolition						
On-Site Fugitive Dust	0.00	0.00	0.00		0.16	0.02
On-Site Off-Road (Diesel Equipment)	3.06	29.67	22.05	0.02	1.86	1.74
Off Site (Hauling, Vendor, Worker)	0.07	0.32	1.04	<1	0.16	0.04
Total Emissions	3.13	29.99	23.09	0.02	2.18	1.80
SCAQMD Thresholds	100	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No
Site Preparation						
On-Site Fugitive Dust	0.00	0.00	0.00	0.00	5.34	2.90
On-Site Off-Road (Diesel Equipment)	2.53	26.88	17.01	0.01	1.46	1.34
Off Site (Hauling, Vendor, Worker)	0.12	1.40	1.50	<1	0.18	0.06
Total Emissions	2.65	28.28	18.51	0.01	6.98	4.30
SCAQMD Thresholds	100	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No
Grading						
On-Site Fugitive Dust	0	0	0	0	4.58	2.49
On-Site Off-Road (Diesel Equipment)	2.06	21.94	14.09	0.01	5.78	3.59
Off Site (Hauling, Vendor, Worker)	0.79	11.87	9.25	0.02	0.92	0.38
Total Emissions	2.85	33.81	23.34	0.03	11.28	6.46
SCAQMD Thresholds	100	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No
Building Construction Phase						
On-Site Off-Road Diesel Equipment	3.29	20.54	14.7	0.02	1.36	1.31
Off Site (Hauling, Vendor, Worker)	0.29	1.16	4.07	<1	0.61	0.17
Total Emissions	3.58	21.7	18.77	0.02	1.97	1.48
SCAQMD Thresholds	100	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No
Paving Phase						
On-Site Off-Road Diesel Equipment	1.4	14.59	9.16	0.01	0.89	0.82
On-Site Paving	0	0	0	0	0	0
Off-Site Hauling/Vendor/Worker Trips	0.06	0.08	0.86	<1	0.14	0.03
Total Emissions	1.46	14.67	10.02	0.01	1.03	0.85
SCAQMD Thresholds	100	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No
Architectural Finishing						
On-Site Architectural Coating	22.15	0	0	0	0	0
On-Site Off-Road Diesel Equipment	0.33	2.18	1.86	<1	0.17	0.17
Off-Site Hauling/Vendor/Worker Trips	0.03	0.05	0.53	<1	0.11	0.03
Total Emissions	22.51	2.23	2.39	0	0.28	0.2
SCAQMD Thresholds	100	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Calculation sheets are provided in Appendix A to this IS/MND.</i>						

Mitigation Measures:

- III-1 All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAPMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- III-2 All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- III-3 All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- III-4 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. This includes turning equipment off if they are anticipated to idle for five minutes or longer.

As shown in Table II-1, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, with implementation of Mitigation Measures III-1 through III-4, listed above, construction impacts would be reduced to a less than significant level.

Operational Emissions

The existing Project Site is currently occupied by a single-story residential structure, a single-story commercial structure, an asphalt paved parking area and undeveloped space. As the two existing structures on the Project Site are vacant, this analysis assumes there are no existing air quality emissions from the Project Site.

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Proposed Project. Area source emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site. The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod recommended by the SCAQMD. The results of these calculations are presented in Table II-2, Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

**Table II-2
Estimated Daily Operational Emissions**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Wintertime (Smog Season) Emissions						
Mobile (Vehicle) Sources	1.61	3.87	16.07	0.04	3.23	0.89
Energy (Natural Gas)	0.05	0.39	0.17	< 1	0.03	0.03
Architectural Coatings	0.27	0	0	0	0	0
Consumer Products	2.08	0	0	0	0	0
Landscape Maintenance Equipment	0.14	0.05	4.49	< 1	0.02	0.02
Total Project Emissions	4.15	4.31	20.73	0.04	3.28	0.94
SCAQMD Thresholds	100	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No
Summertime (Non-Smog Season) Emissions						
Mobile (Vehicle) Sources	1.73	4.18	17.46	0.04	3.23	0.89
Energy (Natural Gas)	0.05	0.39	0.16	< 1	0.03	0.03
Architectural Coatings	0.27	0	0	0	0	0
Consumer Products	2.08	0	0	0	0	0
Landscape Maintenance Equipment	0.14	0.05	<1	< 1	0.02	0.02
Total Project Emissions	4.27	4.62	17.62	0.04	3.28	0.94
SCAQMD Thresholds	100	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No
<i>Note: Calculation worksheets are provided in Appendix A to this IS/MND.</i>						

Response c: Less Than Significant Impact. A significant impact may occur if a project adds a considerable cumulative contribution to federal or State non-attainment pollutants. As the Basin is currently in State non-attainment for ozone, NO₂, PM₁₀ and PM_{2.5}, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. In regards to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

Response d: Less Than Significant Impact. A significant localized air quality impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health

care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The Project Site is bordered by single-family residential land uses to the east. Single and multi-family land uses are also located directly south of the Project Site, south of Ranchito Street. These residential land uses are identified as sensitive receptors for purposes of assessing the Proposed Project's localized air quality impacts.

In accordance with the SCAQMD's localized significance methodology, the Proposed Project's localized construction impacts were analyzed to determine the level of impact upon sensitive receptors located within 25 meters (82.02 feet) of the Project Site with respect to the construction-related NO_x, CO, PM₁₀, and PM_{2.5} emissions for each construction phase.

As shown in Table II-3, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during site preparation and grading activities would exceed the localized thresholds for PM₁₀, and PM_{2.5} emissions. With mitigation, however, the localized emissions would be reduced to below the threshold levels and localized air quality impacts would be mitigated to less than significant levels.

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) to any level below C, and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. Based on a review of the Project's Traffic Impact Study, (See Table II-17, Determination of Project Impacts – Existing with Project Conditions in Section XVI. Transportation and Traffic of this IS/MND), Study Intersection No. 1, Peck Road and Lower Azuza Road, is currently operating at LOS D (Existing 2014 Conditions) during the a.m. and p.m. peak hours and would continue to operate at LOS D under the "Existing (2014) With Project" impact scenario during the a.m. and p.m. peak hours. The change in V/C would be less than one percent for both the a.m. and p.m. peak hours. Study Intersection No. 2, Peck Road and Ranchito Street would operate at LOS B under the "Existing (2014)" and "Existing (2014) With Project" impact scenario. Study Intersection No. 3, Peck Road and Ramona Boulevard, is operating at LOS B (Existing 2014 Conditions) during the a.m. peak hours and would continue to operate at LOS B under the "Existing (2014) With Project" impact scenario during the a.m. peak hours. This intersection is currently operating at LOS D during the p.m. peak hours and would continue to operate at LOS D under the "Existing (2014) With Project" impact scenario during the p.m. peak hour. The change in V/C at this location during the p.m. peak hour would be less than one percent. Therefore, no further analysis for CO hotspots is warranted and localized operational emissions would be less than significant.

**Table II-3
Localized On-Site Peak Daily Construction Emissions**

Emission Source	NO_x	CO	PM₁₀	PM_{2.5}
Unmitigated Localized Emissions				
Demolition	29.67	22.05	2.03	1.77
Site Preparation	26.88	17.01	6.81	4.25
Grading	21.94	14.09	5.78	3.59
Building Construction	20.54	14.70	1.36	1.31
Paving	14.59	9.16	0.89	0.82
Architectural Finishing	2.18	1.86	0.17	0.17
SCAQMD Thresholds	89	623	5	3
Significant Impact?	No	No	YES	YES
Mitigated Localized Emissions				
Demolition	29.67	22.05	1.93	1.75
Site Preparation	26.88	17.01	3.87	2.65
Grading	21.94	14.09	3.26	2.22
Building Construction	20.54	14.7	1.36	1.31
Paving	14.59	9.16	0.89	0.82
Architectural Finishing	2.18	1.86	0.17	0.17
SCAQMD Thresholds	89	623	5	3
Significant Impact?	No	No	No	No
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. See Appendix A of this IS/MND for CAIEEMod worksheets.</i>				

Response e: Less Than Significant Impact. A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the Project involves no elements related to these types of activities, no odors from these types of uses are anticipated. Garbage collection areas for the Project would be covered and situated away from the property line and sensitive uses. Good housekeeping practices would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase. Therefore, potential operational odor impacts would be less than significant.

During the construction phase, activities associated with onsite diesel equipment and the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to adjacent uses. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings

and solvents, respectively. Based on mandatory compliance with SCAQMD Rules, no construction activities or materials that would create a significant level of objectionable odors are proposed. Therefore, impacts associated with objectionable odors would be less than significant.

Cumulative Impacts: Less Than Significant Impact. Development of the Proposed Project in conjunction with the 40 related projects in the Project Site vicinity would result in an increase in construction and operational emissions in the already urbanized area of the City of El Monte.

Cumulative development can affect implementation of the 2012 AQMP. The 2012 AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth considered to be consistent with the 2012 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2012 AQMP will not be obstructed by such growth and cumulative impacts would be less than significant. Since the Proposed Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, cumulative impacts related to conformance with the 2012 AQMP would be less than significant.

Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed in Question III(c) above, because the construction and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

With respect to cumulative odor impacts, potential sources that may emit odors during construction activities at each related project include the use of architectural coatings, solvents, and asphalt paving. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD Rules, construction activities and materials used in the construction of the Proposed Project and related projects would not combine to create objectionable construction odors. With respect to operations, SCAQMD Rule 402 (Nuisance) and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts from the related projects and the proposed Project's long-term operations phase. Thus, cumulative odor impacts would be less than significant.

IV. BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game 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 federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Response a: Potentially Significant Impact Unless Mitigation Incorporated. A project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is currently occupied by a single-story residential structure, a single-story commercial structure, asphalt paved parking areas and undeveloped space. Vegetation onsite consists of grasses, shrubs,

weeds and trees. As described in the Tree Report (See Appendix B of this IS/MND), The Project Site has a total of 27 trees and palms on site. None of these trees are on the “native species” list that is part of the City of El Monte’s Tree Ordinance. Of these, 20 of the trees are greater than 36 inches in circumference (if a single trunk) or 75 inches in combined circumference if a multi-trunk, and therefore fall into the “heritage” tree category as defined by the City of El Monte’s Tree Ordinance. Although the two main species located on the Project Site are considered invasive species and are generally not desirable trees, several of them are large enough to be considered “heritage”. As such, removal and replacement of these existing heritage trees would be subject to the review and approval of the City of El Monte. Therefore, with implementation of Mitigation Measures IV-1 and IV-2 impacts resulting from the removal and replacement of existing heritage trees on the Project Site would be mitigated to a less than significant level.

Because of the ornamental nature of the landscaping that exists on site, its dependence upon irrigation, and proximity to high levels of human activity, the existing vegetation would not generally be supportive of state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species. However, nesting birds which are likely to occupy the Project Site on a transitory basis are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Game Code. Thus, the Project Applicant shall comply Mitigation Measure IV-3 as part of the Proposed Project to ensure that no significant impacts to nesting birds would occur. Therefore, with mitigation the Proposed Project would have no impact on sensitive biological species or habitat.

Mitigation Measures:

IV-1 Surveys and Inspections Incidental to Development. Any applicant requiring a demolition or grading permit issued by the Building and Safety Department shall require a tree survey plan and an Arborist’s report.

Any applicant for a discretionary land use approval (e.g., conditional use permit, variance, design review and the like) issued by the Planning Commission who desire to remove one or more Protected Trees located upon any property in the City in connection with any residential or commercial development to be authorized under the land use approval shall include in their application the following:

1. A tree survey plan: Identifies all Protected Trees located upon the property and identifies those Protected Trees that are proposed to be removed or that may be affected by the proposed development. The plan shall specify the precise location of the trunk and driplines and size, health and species of all existing Protected Trees.
2. Arborist’s report: The applicant shall also provide a report by a certified arborist. The report, based on the findings of the tree survey plan and other necessary information, shall be used to determine the health of existing trees, the effects of the proposed development upon the Protected Trees and recommendations for any special precautions necessary for the preservation of the Protected Trees. The report shall also identify which Protected Trees are proposed for removal.

IV-2 Protection of Protected Trees During Construction. Except with Protected Trees whose removal is authorized, all persons shall undertake the following prior to the commencement of any construction or demolition activities and until the issuance of a certificate of occupancy or a temporary certificate of occupancy:

1. Install a sturdy fence at the perimeter of the protected zone of a Protected Tree;
2. Prohibit excavation, grading, drainage and leveling within the protected zone of a Protected Tree;
3. Prohibit the storage or disposal of oil, gasoline, chemicals or other harmful materials within the protected zone or in drainage channels, swales or other areas that may lead to the protected zone;
4. Refrain from any of the unlawful activities set forth under Section 14.03.030 of Urgency Ordinance No. 2791, Tree Protection and Preservation Ordinance;
5. Design utility services and irrigation lines to be located outside of the protected zone of a Protected Tree to the extent feasible; and
6. Notify the Landscape Technician of any serious harm, destruction or other damage that befall a Protected Tree during construction or demolition activities and in no event shall the applicant undertake the removal of any Protected Tree not otherwise slated for removal unless and until the Landscape Technician has been given the opportunity to inspect the subject tree, evaluate its prospects for survival and issue a written determination as to whether the tree should be allowed to remain or be removed pursuant to an After-the-fact issued permit.

IV-3 Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas). Project activities (including disturbances to native and non-native vegetation, structures and substrates) shall take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid a taking of species (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall arrange for pre-construction bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.

If any protected native birds are found to be present on-site, the Applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

Response b: No Impact. A project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; (c) the alternation of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is currently occupied by a single-story residential structure, a single-story commercial structure, asphalt paved parking areas and undeveloped vacant space. No riparian or other sensitive natural community is located on or adjacent to the Project Site. Therefore, implementation of the Proposed Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities.

Response c: No Impact. A project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. The Project Site is largely developed and covered with impermeable surfaces, with the exception of undeveloped land on the eastern portion of the Project Site, and does not contain any wetlands or natural drainage channels. Therefore, the Project Site does not have the potential to support any riparian or wetland habitat, as defined by Section 404 of the Clean Water and no impacts to riparian or wetland habitats would occur with implementation of the Proposed Project.

Response d: No Impact. A project would normally have a significant impact on biological resources if it could result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site is currently occupied by a single-story residential structure, a single-story commercial structure, asphalt paved parking areas and undeveloped vacant space. Vegetation on and in the vicinity of the Project Site is limited to ornamental landscaping and street trees within the public sidewalk. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Proposed Project vicinity. Therefore, the Proposed Project would not interfere with the movement of any resident or migratory fish or wildlife species.

Response e: Potentially Significant Impact Unless Mitigation Incorporated. A project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of El Monte Tree Removal Ordinance No. 2753, which prohibits the unauthorized removal of native and heritage trees on public and private property. There are 27 trees on the Project Site, as well as one street tree. However, as discussed above, the removal and replacement of these existing trees would be subject to the review and approval of the City of El Monte. Pursuant to Section 14.03.090 of the City of El Monte Municipal Code, all removed trees shall be replaced with a tree ratio of 2:1. Two (2) thirty-six-inch box trees with a minimum height of twelve (12) feet shall be planted with suitable species selected from the city's recommended tree palette and with the approval from the Economic Development Department. If any trees cannot be planted on the subject property, or the immediate public right-of-way, an in lieu fee may be paid into the city's tree mitigation and planting fund pursuant to the fee schedule as adopted in Section 14.03.130 (Fee schedule). Therefore, with implementation of the Mitigation Measures IV-1 and IV-2, listed above in Response IV (a), the Proposed Project would not have the potential to conflict with any tree preservation ordinance and any potential impacts associated with the removal of trees would be mitigated to less than significant levels.

Response f: No Impact. A significant impact would occur if the Proposed Project would be inconsistent with the policies of any conservation plans of the types cited above. The Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, no impact would occur with implementation of the Proposed Project.

Cumulative Impacts: Less Than Significant Impact. The Proposed Project would have a less than significant impact upon biological resources with mitigation. Development of the Proposed Project in combination with the related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. No such habitat occurs in the vicinity of the Project Site or related projects due to the existing urban development. Development of any of the related projects would be subject to the City of El Monte Tree Removal Ordinance and Section 14.03.090 of the City of El Monte Municipal Code, as well as Mitigation Measure IV-3, as described in Response IV (a), to the satisfaction of the City of El Monte. Development of the related projects would be subject to the Federal Migratory Bird Treaty and Section 3503 of the California Department of Fish and Game Code, as discussed above in Response (a), on a case-by-case basis, which would mitigate impacts with respect to nesting birds. Thus, cumulative impacts to biological resources would be considered less than significant.

V. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. 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"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Response a: No Impact. A significant impact may occur if the Proposed Project would disturb historic resources, which presently exist within the Proposed Project Site. A Historic Assessment was completed to assess whether the existing buildings on the Project Site are a historic resource (See Appendix C of this IS/MND for Historic Assessment). The Project Site contains two buildings, a house built in 1933-1934 and a retail building constructed in 1948. The Historic Assessment considers the historic significance of these buildings as defined by the California Environmental Quality Act and in terms of eligibility for inclusion in the National Register of Historic Places and California Register of Historical Resources.

As discussed in the Historic Assessment, in 1924, Jonas E. Killian, an El Monte walnut farmer born in Texas in 1883, owned a 66-acre parcel in the Champion Tract at the southeast corner of Peck and Lower Azusa Roads that encompassed the Project Site. Historic aerial photographs indicate that the Project Site was used for groves, presumably walnut, in 1928, as was most of the surrounding area. Nearby parcels were owned by Ernest W. Killian and Oliver C. Killian, as well as others. On February 10, 1933, California Farm Homes Company purchased J. E. Killian's land and subdivided a portion of it as Tract 9360. The following year, lot 23 of Tract 9360 was assessed to Sam and Gladys Ballard, who had applied to the County of Los Angeles in December 1933 for a permit to build a residence measuring 24 by 30 feet on the site. With an estimated cost of \$2,000, the proposed building would have walls of 1 by 12 boards and a shingle roof. Sam Ballard, born in 1892 in Tennessee, had been living in Burbank and was the proprietor of a café. Two years later, in 1936, Frank Weidemann became the assessed owner. In 1940, Leroy V. Hoffmeister, born in 1904 in Minnesota, purchased the property and the 1940 census indicates he lived there with his wife Verna and two daughters. Hoffmeister was a traffic supervisor for the electric railway. The property address at that time was 1312 Peck Road. In 1944, George D. Brandon bought the property and he and his wife occupied the house for more than twenty years. A year after his purchase, Brandon applied for a permit to build a real estate office on the property. In 1955, the El Monte City Directory listed Brandon at 4710 Peck Road, which was also the address of Smart Realty, of which Brandon was co-proprietor. By 1971 (perhaps in 1968), Brandon had passed away, the City condemned and demolished the realty office, and his widow Rose sold the property. In 1948, Brandon obtained a building permit to erect a 600-square foot building on the property intended for the "retail sales of ice cream products." The building was valued at \$2,400. According to city directories, the building continued to be used for ice cream sales through the 1950s, for drive-through retail sales in the 1960s, and became a retail tire outlet in the 1980s.

The Historic Assessment has demonstrated that the house and retail building located on the Project Site do not satisfy the criteria for designation under the National Register of Historic Places or California Register of Historical Resources designation programs. Additionally, the Project Site has not been recognized by the City of El Monte as a cultural resource. Therefore, the Project Site and the buildings thereon are not a historical resource as defined by the California Environmental Quality Act. As such, no impact would occur with respect to historic resources.

Response b: Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if grading or excavation activities associated with the Proposed Project would disturb archaeological resources, which presently exist within the Project Site. The Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas.³ Additionally, the Records Search of the Project Site, conducted by the South Central Coastal Information Center (SCCIC) of California State University, Fullerton (See Appendix C of this IS/MND), indicates that the Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas. However, as depicted in Figure I-12, Building Section, the Proposed Project includes grading for construction of the buildings foundation and excavation to a depth of approximately 15 feet for the construction of a subterranean parking level and thus, the potential exists for the accidental discovery of any unknown archaeological

³ *City of El Monte, Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH NO. 2008071012, May 2011.*

materials that may lie below the surface. As concluded in the Records Search, it may be necessary to monitor any ground-disturbing activities for potential buried cultural resources because the presence or absence of such materials cannot be determined until the site is excavated. Therefore, as a precautionary measure, the following mitigation measure will be implemented to ensure that if any archaeological resources are encountered during construction the impact to such resources would be mitigated to a less than significant level.

Mitigation Measures:

V-1 Cultural Resources (Archaeological). The project Applicant shall provide site access to a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabriellino Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and shall be provided access on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor shall complete monitoring logs on a daily basis. The logs shall provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Monitor shall photo-document the ground disturbing activities. Monitoring logs shall be submitted to the City of El Monte Planning Department upon completion of the survey period. The monitors must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitors will be required to provide insurance certificates, including liability insurance, to the an archaeological resource(s) are encountered during grading and excavation activities, pertinent provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k) shall apply. The on-site monitoring shall end when the project site grading and excavation activities are completed.

Response c: Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if grading or excavation activities associated with the Proposed Project were to disturb paleontological resources or unique geologic features which presently exist within the Proposed Project site. The Proposed Project site has been previously graded and is currently occupied by a single-story residential structure, a single-story commercial structure, asphalt paved parking areas and undeveloped vacant space. However, the presence or absence of such paleontological resources or unique geological features materials cannot be determined until excavation of the Project Site occurs. The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources.⁴ Although no paleontological resources are known to exist on site, there is a possibility that paleontological resources exist at sub-surface levels on the Project Site and may be uncovered during grading and excavation activities for the Proposed Project's building foundation and subterranean parking level. Implementation of the following mitigation measure will ensure that if any such resources are found during construction of the Proposed Project, they would be handled

⁴ *City of El Monte, Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH NO. 2008071012, May 2011.*

according to the proper regulations and any potential impacts would be reduced to less than significant levels.

Mitigation Measures:

V-2 Cultural Resources (Paleontological). 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 Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report to the satisfaction of the Planning 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 will comply with this Mitigation Measure.

Response d: Potentially Significant Impact with Mitigation Incorporated. A Project-related significant adverse effect could occur if grading or excavation activities associated with the Proposed Project would disturb previously interred human remains. No known human burials have been identified on the Proposed Project site or its vicinity. However, it is possible that unknown human remains could occur on the Proposed Project site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. The following mitigation measure is recommended to reduce potential impacts related to the disturbance of unknown human remains to a less than significant level.

Mitigation Measures:

V-3 Cultural Resources (Human Remains). In the event that human remains are discovered during excavation activities, the contractors shall stop immediately and contact the County Coroner at 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays). The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or; if the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission. 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 will comply with this Mitigation Measure.

Cumulative Impacts: Less Than Significant Impact. Implementation of the Proposed Project, in combination with the other related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Proposed Project’s impacts to cultural resources concluded that the Proposed Project would have no significant impacts with respect to cultural resources following appropriate mitigation. Therefore, the Proposed Project’s incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to cultural resources would be less than significant.

VI. GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined by the 2013 California Building Code, with 2014 Los Angeles County Building Code Amendments, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following section summarizes and incorporates by reference information from the Geotechnical Investigation, Proposed Multi-Family Residential Development 4704-4716 Peck Road El Monte, California, dated April 17, 2014, prepared by Geocon West Inc. (Geotechnical Investigation) The Geotechnical

Investigation is included as Appendix D to this IS/MND.

Response a. (i): Less Than Significant Impact. A significant impact may occur if a Proposed Project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. Based on the findings and conclusions contained in the Geotechnical Investigation, no known active or potentially active faults underlie the Project Site. The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. Therefore, based on these considerations, the potential for surface ground rupture at the Project Site is considered low. Therefore, potential impacts associated with surface fault rupture are considered less than significant.

Response a. (ii): Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. Based on the information contained in the Geotechnical Investigation, the Project Site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards (Bryant and Hart, 2007). No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the Proposed Project is considered low. The Project Site, however, is located in the seismically active Southern California region, and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults.

The nearest active fault to the Project Site is the Duarte Fault, located 4.5 miles to the north (Ziony and Jones, 1989). Other nearby active faults are the Raymond Fault, the Sierra Madre Fault Zone, the Clamshell-Sawpit Fault Zone, the Whittier Fault, and the Verdugo Fault located approximately 4.6 miles northwest, 5.5 miles north, 5.7 miles north, 6.4 miles south, and 7.8 miles west-northwest of the Project Site, respectively (Ziony and Jones, 1989). The active San Andreas Fault Zone is located approximately 25 miles northeast of the Project Site. The closest potentially active fault to the Project Site is the Walnut Creek Fault located approximately 4.7 miles to the southeast (Ziony and Jones, 1989). Other nearby potentially active faults include the San Jose Fault, the Coyote Pass Fault, and the Indian Hill Fault located approximately 7.1 miles southwest, 8.4 miles west-southwest, and 8 miles east of the Project Site, respectively (Ziony and Jones, 1989).

Several buried thrust faults, commonly referred to as blind thrusts, underlie the Los Angeles Basin at depth. These faults are not exposed at the ground surface and are typically identified at depths greater than 3.0 kilometers. The October 1, 1987 M_w 5.9 Whittier Narrows earthquake, and the January 17, 1994 M_w 6.7 Northridge earthquake were a result of movement on the buried thrust faults. These thrust faults are not exposed at the surface and do not present a potential surface fault rupture hazard; however, these active features are capable of generating future earthquakes. The Coyote Hills segment of the Puente Hills Blind Thrust Fault underlies the Project Site at depth.

The Project Site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structure is designed and constructed in conformance with current building codes and engineering practices

and incorporate the recommendations specified in the Geotechnical Investigation. Engineering for the Proposed Project should not begin until approval of the geotechnical investigation is granted by the Building Division of the Public Works Department of the City of El Monte. Accordingly, the following mitigation measures are recommended to reduce impacts associated with seismic hazards to a less than significant level.

Mitigation Measures:

VI-1 Seismic. The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Building Division of the Public Works Department of the City of El Monte. This measure is not considered deferral of mitigation because it establishes a performance standard that must be implemented.

VI-2 Geotechnical Report. The Project shall comply with the conditions contained within the Building Division of the Public Works Department of the City of El Monte and the Geotechnical Investigation for the Proposed Project, as it may be subsequently amended or modified. This measure is not considered deferral of mitigation because it establishes a performance standard that must be implemented.

Response a. (iii): Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if a project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. A review of the State of California Seismic Hazard Zone Map for the El Monte Quadrangle (CDMG, 1999) indicates that the Project Site is located in an area designated as “liquefiable”. According to the County of Los Angeles Seismic Safety Element (1990), the site is located within an area identified as having a potential for liquefaction. Liquefaction analysis of the soils underlying the site was performed using the spreadsheet template LIQ2_30.WQ1 developed by Thomas F. Blake (1996). This program utilizes the 1996 NCEER method of analysis. The liquefaction potential evaluation was performed by utilizing the historic high groundwater table of 20 feet below the ground surface, a magnitude 6.5 earthquake, and a peak horizontal acceleration of 0.62g (SDS/2.5). This semi-empirical method is based on a correlation between values of Standard Penetration Test (SPT) resistance and field performance data. The liquefaction analyses, included in the Geotechnical Investigation for boring B2, indicates that a thin zone of the alluvial soils below a depth of 20 feet may be prone to liquefaction during the (SDS/2.5) ground motion and approximately 0.2 inch of total settlement could be expected. Differential settlement at the ground surface is anticipated to be 0.10 inch over a distance of twenty feet. Impacts associated with liquefaction will be mitigated to a less than significant impact with the incorporation of Mitigation Measures VI-1 and VI-2.

Response a. (iv): No Impact. The topography at the Project Site is relatively level and the Project Site is not within an area identified as having a potential for seismic slope instability (CDMG, 1999). Additionally, according to the County of Los Angeles Seismic Safety Element (1990), the Project Site is not located within a hillside area identified as having a potential for slope instability. No landslides have been identified at the Project Site or in close proximity to the site. Furthermore, the Project Site is not in the path of any known or potential landslides. Therefore, the potential for slope stability hazards to adversely affect the proposed

development is considered low.

Response b: Potentially Significant Impact Unless Mitigation Incorporated. A project would normally have significant sedimentation or erosion impact if it would: (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site. Although development of the Proposed Project has the potential to result in the erosion of soils during site preparation and construction activities, erosion would be reduced by implementation of erosion controls imposed by the City of El Monte through grading and building permit regulations. Specifically, a Storm Water Pollution Prevention Plan (SWPPP) will be required to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. The SWPPP would identify Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for storm water quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality during construction. In addition, all onsite grading and site preparation activities would comply with applicable provisions of Chapter 13.20: Stormwater and Urban Runoff Pollution Control of the City of El Monte Municipal Code. With compliance of the City of El Monte Municipal Code, implementation of Mitigation Measure IX-2 in Section IX. Hydrology and Water Quality, and any conditions that may be imposed through mitigation measure VI-1 and VI-2, a less-than-significant impact would occur with respect to erosion or loss of topsoil.

Response c: Potentially Significant Impact Unless Mitigation Incorporated. A project would normally have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the Project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. As concluded in the Geotechnical Investigation no landslides have been identified at the site or in close proximity to the Project Site. Also, the Project Site is not in the path of any known or potential landslides. Therefore, the potential for slope stability hazards to adversely affect the proposed development is considered low. Dynamic compaction of dry and loose sands may occur during a major earthquake. Typically, settlements occur in thick beds of such soils. Based on the fine-grained nature of the existing fill and alluvial soils above the historic high groundwater table elevation the potential for appreciable seismically induced settlements is very low. Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The Project Site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the Project Site or in the general Project Site vicinity. There appears to be little or no potential for ground subsidence due to withdrawal of fluids or gases at the site. With the implementation of Building Code requirements and Mitigation Measures VI-1 and VI-2, above, the potential for geologic hazards would be further reduced to a less-than-significant level.

Response d: Less Than Significant Impact. A significant impact may occur if the project is built on

expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and which shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result. Based on the results of the Geotechnical Investigation, the results of the percolation testing indicate that the soils at depths of 10-20½ feet are conducive to infiltration. The soil zone encountered at the depth and location of Boring B3, as discussed in Section 7.18 of the Geotechnical Investigation, are suitable for infiltration of stormwater and will not induce excessive hydro-consolidation, will not create a perched groundwater condition, will not affect soil structure interaction of existing or proposed foundations due to expansive soils, will not saturate soils supported by existing or proposed retaining walls, and will not increase the potential for liquefaction. Resulting settlements are anticipated to be less than ¼ inch, if any. Therefore, impacts related to expansive soil would be less than significant.

Response e: No Impact. This question would apply to the Proposed Project only if it was located in an area not served by an existing sewer system. Wastewater collection facilities that serve the City of El Monte are owned, operated, and maintained by the City Public Works Department. The City maintains 125 miles of pipeline and seven pump stations. Wastewater treatment is provided to El Monte by the Sanitation Districts of Los Angeles County. No septic tanks or alternative disposal systems are necessary, nor are they proposed. Thus, no impact would occur.

Cumulative Impacts: Less Than Significant Impact. Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Proposed Project and the related projects. Similar to the Proposed Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Proposed Project’s geology and soils impacts concluded that, through the implementation of the mitigation measures recommended above, the Proposed Project’s impacts would be reduced to less than significant levels. Therefore, the Proposed Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.

VII. GREENHOUSE GAS EMISSIONS			Potentially Significant		
Would the project:	Potentially Significant Impact	Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact upon the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

A significant impact would occur if the Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Greenhouse gas (GHG) emissions refer to a group of emissions that have the potential to trap heat in the atmosphere and consequently affect global climate conditions. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and long-term global temperature.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). CO₂ is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e).

There are no federal, state or local adopted thresholds of significance for addressing a residential project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of El Monte does not have an adopted quantitative threshold of significance or an adopted policy for addressing GHG emissions on a citywide basis, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines. As laid out in Section 15064.4 of the CEQA Guidelines, the following analysis includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the Proposed Project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the Proposed Project increases greenhouse gas emissions as compared to the existing environmental setting; and (4) the extent to which the Proposed Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the purposes of reducing greenhouse gas emissions.

Baseline Emissions

The Project Site is currently occupied by an on-grade single-story residential structure that is 1,250 square feet, a single-story commercial structure that is 2,100 square feet, asphalt paved parking areas and undeveloped vacant lot. The existing structures on the Project Site are currently vacant. For purposes of this analysis it is conservatively estimated that the Project Site generates zero GHG emissions from human activities.

Construction Emissions

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. The Project's construction-related GHGs were calculated using CalEEMod for each year of construction (See Appendix E of this IS/MND for GHG Modeling Worksheets). These results are presented in Table II-4, Predicted Proposed Project Construction-Related Greenhouse Gas Emissions. As shown in Table II-4, the greatest annual increase in GHG emissions from Project construction activities would be 322.33 metric tons in 2016.

**Table II-4
Proposed Project Construction-Related Greenhouse Gas Emissions**

Year	CO₂e Emissions (Metric Tons per Year) ^a
2015	134.17
2016	322.33
2017	8.51
Total Construction GHG Emissions	465.03
<i>^a Construction CO₂ values were derived using CalEEMod Version 2013.2.2 Calculation data and results are provided in Appendix E of this IS/MND.</i>	

Operational Emissions

The GHG emissions resulting from operation of the Proposed Project would involve the use of on-road mobile vehicles, electricity, natural gas, water, landscape equipment, and the generation of solid waste and wastewater, which all have the potential to generate GHG emissions. The Project's operational GHG emissions were calculated using CalEEMod, as recommended by the SCAQMD. Emissions of operational GHGs are shown in Table II-5, Proposed Project Operational Greenhouse Gas Emissions. For purposes of demonstrating the Proposed Project's consistency with AB32, the Project's greenhouse gas emissions were generated under two scenarios: (a) Proposed Project Without GHG Reduction Measures and (b) Proposed Project With GHG Reduction Measures. The emissions under each scenario generally report the "with mitigation" and "without mitigation" output values in the CALEEMOD worksheets. However, all of the mitigation measure inputs either reflect the project's design features such as being an infill development with applicable trip credits for increased density, walkability, transit accessibility, affordable housing type, proposing Energy Star rated appliances, no fireplaces, etc.) or are otherwise required by code (i.e., compliance with Rule 1403 (dust suppression), using low VOC coatings, increasing energy conservation beyond Title 24, implementing on-site solid waste recycling program) and thus would not constitute mitigation measures pursuant to CEQA.

As shown, the net increase in GHG emissions generated by the Proposed Project under the Project without GHG Reduction Measures would be 658.87 CO₂e MTY and the net increase in GHG emissions generated by the Proposed Project under the Project with GHG Reduction Measures scenario would be 559.31 CO₂e MTY. This represents an approximate 15% reduction in GHG emissions as a result of the implementation of the Project's energy conservation features and sustainable building practices. As shown in Table II-5, below, the Proposed Project's reduction in GHG emissions by approximately 15% is consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. The Proposed Project would increase the number of affordable housing units in an area that is close to transit and places of employment, which would serve to reduce vehicle miles traveled within the region. The Project's GHG reductions for mobile source emissions would represent a 15 percent reduction as compared to a similar project located in an area that is not close to transit or job center. The Proposed Project's energy conservation measures, such as installing Energy Star-rated appliances in all residential units and increasing energy conservation by 20% beyond Title 24 requirements would serve to reduce the Project's GHG emissions related to energy use by up to 15%.

Additionally, the Project would include an on-site recycling program. By providing separate bins for waste products and recyclable materials, the Project's waste-generated emissions would be reduced by 50%. Based on these factors, the Proposed Project would be consistent with the intent of both AB 32 and SB 375 with respect to reducing the Project's total GHG emissions by approximately 15 percent. Therefore, the Proposed Project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

**Table II-5
Proposed Project Operational Greenhouse Gas Emissions**

Emissions Source	Estimated Project Generated CO ₂ e Emissions (Metric Tons per Year)		
	Project without GHG Reduction Measures	Project with GHG Reduction Measures	Percent Reduction
Area	0.84	0.84	0%
Energy	135.59	115.34	-15%
Mobile	474.37	404.99	-15%
Waste	10.25	5.12	-50%
Water	22.32	17.52	-22%
Construction Emissions ^a	15.5	15.5	0%
Project Net Total	658.87	559.31	-15%

^a The total construction GHG emissions were amortized over 30 years and added to the operation of the Project. Calculation data and results provided in Appendix E of this IS/MND.

Cumulative Impacts: Less Than Significant Impact. The GHG emissions from a mixed use Project with 49 dwelling units is relatively very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project direct impact. Accordingly, the GHG analysis presented above analyzes whether the Proposed Project's impact would be cumulatively considerable using a plan-based approach (and quantitative and qualitative analysis) to determine the Proposed Project's contributing effect on global warming. As concluded above the Proposed Project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response a: Less Than Significant Impact. The Proposed Project involves the construction and operation of a residential project and would not result in the routine transport, use, or disposal of hazardous materials. No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would routinely be transported to the Project Site, and use of these substances would comply with State Health Codes and Regulations. Therefore, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and

a less than significant impact would occur.

Response b: Potentially Significant Impact Unless Mitigation Incorporated. A Phase One Environmental Site Assessment (ESA) was conducted by Pacific Environmental Company (PEC). The site reconnaissance was conducted on March 6, 2014. The findings of the Phase I ESA are detailed in Pacific Environmental Company's Phase One Environmental Site Assessment 4704-4716 Peck Road El Monte, California 91732 ("Phase I Report"), dated March 19, 2014 (included in Appendix F to this IS/MND).

The Project Site includes two contiguous parcels of land at the northeast intersection of Peck Road and Ranchito Street in the City of El Monte. The southern parcel is a vacant, approximately 15,000 square foot lot. The northern parcel is a 30,000 square foot lot that is developed with a tire store and a former dwelling that is leased to an individual that operates a qigong clinic (an ancient Chinese health care system that integrates physical postures, breathing techniques and focused intention).

Historically, the property was in agricultural use until the initial development at the Project Site occurred in the early 1930s when a dwelling was built on the northern portion of the Project Site. A real estate office was located on the corner portion of the Project Site at Peck Road and Ranchito Street in the 1940s. In 1948, the existing tire store was built and it has been used for a variety of businesses, including retail ice cream sales in the 1940s and 1950s, a drive-in retail store in the 1960s and most recently as a retail tire business from the 1980s to present. A retail nursery operated at the 4704 Peck Road portion of the Project Site from the 1950s through the 1980s. The real estate office was demolished in 1971 and the former nursery building was demolished in the late 1980s.

Recognized Environmental Concerns ("RECs")

PEC has reviewed federal, state, and local database records for the site and surrounding properties. Records provide information on whether hazardous substances, wastes or petroleum products have been improperly handled, stored, or disposed of on or adjacent to the site. PEC did not identify any known or suspect recognized environmental conditions, controlled recognized environmental conditions or historical recognized environmental conditions, at the Project Site. One de minimis condition (a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies) was identified at the Project Site. This de minimis condition includes several empty or dried out paint cans being stored on the side of the 4712 Peck Road structure that should be recycled or disposed of at a household hazardous waste roundup.

Asbestos-containing materials and Lead-Based Paints

PEC has completed an Asbestos Survey and Lead-Based Paint Inspection, and compiled an Asbestos and Lead Abatement Workplan, in anticipation of demolition of the buildings located at 4712 and 4716 Peck Road (See Appendix F of this IS/MND). The purpose of this survey was to assess the property for the potential presence of asbestos-containing materials (ACMs) and lead-based paints (LBP) that will require removal prior to demolition of the site in anticipation of redeveloping the site with a new housing project. Based on PEC's observations and

the data collected for their inspection, there are ACMs that will have to be removed to facilitate the demolition.

Defective lead-based paints are also present in the project area. Lead-Based Paint is defined by the California Department of Public Health as any paint containing lead levels exceeding 0.5% by weight via paint chip sampling. Cal/OSHA rules apply to “any detectable concentration of lead” without a specific detection level. The defective lead-based paint must be stabilized by lead trained personnel in accordance with all applicable federal, state and local regulations using California certified workers and supervisors in accordance with the State of California lead abatement regulations.

Asbestos and Lead must be handled in strict accordance with the various federal, state, and local regulations. Failure to abide by these regulations can result in penalties to both the contractor as well as the owner. Detailed below are the regulations and procedures to follow when working with ACM and LBP at the property.

- South Coast Air Quality Management District Rule 1403 Asbestos Emissions from Renovation/Demolition Activities
- National Emissions Standards for Hazardous Air Pollutants, 40 CFR 61, M
- Occupational Safety and Health Administration, Asbestos in the Workplace, 29 CFR 1910.1001
- Occupational Safety and Health Administration, Asbestos Construction Standard, 29 CFR 1926.1101
- Title 8, California Code of Regulations Section 1529, Cal-OSHA Construction Standard
- Title 8, California Code of Regulations Section 1532.1, Cal-OSHA Lead in Construction Standard

All asbestos and lead waste must be properly disposed of and documented. Waste Manifests must be submitted at the end of a project.

As concluded in the ESA, the site visit, a review of available regulatory agency information, historical use, and discussions with persons knowledgeable about the subject property, did not produce evidence of recognized environmental conditions associated with the past or present use of the Project Site. With respect to the ACMs and LBPs that were identified at the property, potential impacts resulting in accidental risk of upset will be mitigated to a less than significant level with implementation of Mitigation Measure VIII-1, below.

Mitigation Measures:

VIII-1 (Hazards) Asbestos Containing Materials (ACMs) that are found to be present shall be abated in compliance with the South Coast Air Quality Management District’s Rule 1403 as well as all other applicable State and Federal rules and regulations. Standard handling and disposal practices of Lead Based Paint (LBP) shall be implemented pursuant to OSHA regulations.

Response c: Less Than Significant Impact. The closest public schools to the Project Site are Wright Elementary School, located approximately 0.6 miles southwest of the Project Site at 11317 E. McGirck Avenue, and Cherrylee Elementary School, located approximately 0.6 miles northwest of the Project Site at 5025 Buffington Road. As these public school are located outside the quarter mile radius, project impacts associated with construction activities would be less than significant. In addition, the proposed haul route would not affect these school sites. Therefore, the Proposed Project would not emit hazardous emissions or handle hazardous or

acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Project impacts to public school sites would be less than significant.

Response d: Less Than Significant Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if the Project Site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses. Based on the Phase I Report (discussed above), historical documents, and site reconnaissance, no RECs, Historical RECs, or Controlled RECs were identified in the ESA. Therefore, potential impacts associated with recognized environmental concerns from nearby properties would be less than significant.

Response e: Less Than Significant Impact. A significant project-related impact may occur if the Proposed Project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The closest public airport to the Project Site is the El Monte Airport, located at 4233 Santa Anita Avenue, approximately 1.5 miles west of the Project Site. As discussed in the City of El Monte's General Plan, the Los Angeles County Airport Land Use Commission has established runway protection zones on either end of the airport. Within this zone, the Federal Aviation Administration recommends restrictions to development height and type, events that gather people, or activities that could cause or contribute to damages of airplane crashes. The runway protection zones do not extend outside the airport property; therefore, it is not anticipated that land uses would conflict with ongoing aviation operations. The Proposed Project includes the construction of a four-story residential building and the land use designation of the Project Site Mixed/Multi Use. As the Proposed Project is not located within a public airport land use plan area or subject to a safety hazard, impacts would be less than significant.

Response f: No Impact. The Proposed Project is not in the vicinity of a private airstrip. Therefore, no impact would occur.

Response g: Potentially Significant Impact Unless Mitigation Incorporated. A project would normally have a significant impact to hazards and hazardous materials if: the project involved possible interference with an emergency response plan or emergency evacuation plan. The Proposed Project is located along Peck Road, which has been designated as an Evacuation Route by the City of El Monte General Plan.⁵ Development of the Project Site may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns impede public access or travel upon public rights-of-way. Additionally, development of the Proposed Project would not adversely affect access on Peck Road either temporarily during construction or long-term during operation. Implementation of Mitigation Measure XVI-2 in Section XVI (e) would alleviate traffic impacts associated with construction activities by requiring an approved Construction

⁵ *City of El Monte General Plan, Public Health and Safety Element, Figure PHS-4, Emergency Infrastructure, pg. PHS-35, 2011.*

Traffic Control/Management Plan. Therefore, the Proposed Project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

Response h: No Impact. The Project Site is located in a highly urbanized area of El Monte and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).⁶ Therefore, no impacts from wildland fires would occur.

Cumulative Impacts: Less Than Significant Impact. Development of the Proposed Project in combination with the related projects has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in the City of El Monte. However, the potential impact associated with the Proposed Project would be less than significant and, therefore, not cumulatively considerable. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of those properties. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials, which would further reduce impacts associated with related projects. Therefore, with compliance with local, state and federal laws pertaining to hazardous materials, the Proposed Project in conjunction with related projects would be expected to result in less-than-significant cumulative impacts with respect to hazardous materials.

IX. HYDROLOGY AND WATER QUALITY. Would the proposal result in:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁶ Cal Fire, Los Angeles County FHSZ Map, website: http://www.fire.ca.gov/fire_prevention/fhsz_maps_losanjeles.php, accessed October 2014.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response a: Potentially Significant Impact Unless Mitigation Incorporated. A project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

Construction

Three general sources of potential short-term, construction-related stormwater pollution associated with the Proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. As required under the

NPDES, the Project Applicant is responsible for preparing a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. The primary objectives of the NPDES storm water program requirements are to: 1) effectively prohibit non-storm water discharges; and 2) reduce the discharge of pollutants from storm water conveyance systems to the Maximum Extent Practicable (“MEP” statutory standard). The SWPPP would incorporate the required implementation of Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for storm water quality. BMPs may include, but are not limited to the following (pursuant to the City of El Monte Municipal Code 13.20.120):

- Structural controls such as sediment barriers, plastic sheeting, detention ponds, filters, berms, and similar controls shall be utilized to the maximum extent practicable in order to minimize the escape of sediments and other pollutants from the site;
- Between October 1st and April 15th, all excavated soil shall be located on the site in a manner that minimizes the amount of sediment running onto the street, drainage facilities or adjacent properties. Soil piles shall be bermed or covered with plastic or similar materials until the soil is either used or removed from the site;
- No washing of construction or other vehicles is permitted adjacent to a construction site. No water from the washing of construction or other vehicles on a construction site is permitted to runoff the construction site and enter the municipal stormwater sewer system;
- Trash receptacles must be situated at convenient locations on construction sites and must be maintained in such a manner that trash and litter does not accumulate on the site nor migrate off site;
- Temporary catch basin barriers must be installed to the satisfaction of the City Engineer.

Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Furthermore, the implementation of the following mitigation measures would ensure that the Proposed Project’s construction-related water quality impacts would be less than significant.

Mitigation Measures:

IX-1 Stormwater Pollution Prevention Plan. Before the City issues a grading permit, the developer shall prepare a Stormwater Pollution Prevention Plan for the site for review and approval by the Public Works Director, or designee. The SWPPP must fully comply with RWQCB requirements and contain specific BMPs to be implemented during project construction to reduce erosion and sedimentation to the maximum extent practicable. This measure is not considered deferral of mitigation because it establishes a performance standard that must be implemented.

Operation

The Project Site has both impervious surfaces and undeveloped land. As such, a portion of surface water runoff from the Project Site is directed to adjacent storm drains while some percolates into the ground beneath the Site. Potential impacts to surface water runoff would be mitigated to a level of insignificance by incorporating stormwater pollution control measures. The Proposed Project will be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period. Compliance with this measure would reduce the amount of surface water runoff leaving the Project Site, which would be similar to the current conditions. The Proposed Project would also comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). In addition, all onsite grading and site preparation activities would comply with applicable provisions of Chapter 13.20: Stormwater and Urban Runoff Pollution Control of the City of El Monte Municipal Code. Full compliance with the SUSMP, implementation of design-related BMPs, and compliance with the City of El Monte Municipal Code, would ensure that the operation of the Proposed Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, with implementation of mitigation measure IX-2 operational water quality impacts would be less than significant.

Mitigation Measures:

IX-2 Standard Urban Stormwater Mitigation Plan. Prior to issuance of a grading permit, the Project shall comply with the Standard Urban Stormwater Mitigation Plan (SUSMP). The appropriate design and application of Best Management Practices (BMP) devices and facilities shall be determined by the Department of Public works. This measure is not considered deferral of mitigation because it establishes a performance standard that must be implemented.

Response b: No Impact. A project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity. The Project Site has both impervious surfaces and undeveloped land. While some surface water runoff from the Project Site is directed to adjacent storm drains, some percolates into the ground beneath the Project Site. The City of El Monte's water supply is primarily groundwater, extracted by production wells from the Main San Gabriel Groundwater Basin. The Los Angeles County Department of Public Works (DPW) recharges the Main San Gabriel Groundwater Basin with stormwater runoff, and with imported water from northern California and the Colorado River purchased from the Metropolitan Water District of Southern California. As concluded in the Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, there are sufficient water supplies in the San Gabriel Valley Main Groundwater Basin, including recharging of the Basin by DPW, to supply the City of El Monte at General Plan buildout. As the Proposed Project generally conforms to the zoning and land use designations for the Project Site as identified in the General Plan, the Proposed Project would not deplete

groundwater supplies or interfere substantially with groundwater recharge. As discussed in the Geotechnical Investigation (See Appendix D of this IS/MND), groundwater was not encountered during site explorations drilled to a maximum depth of 50½ feet beneath the existing ground surface. Based on the historic groundwater level data (CDMG, 1998; County of Los Angeles, 2014) and the lack of groundwater in the borings at the Project Site, groundwater is neither expected to be encountered during construction, nor have a detrimental effect on the Proposed Project. Therefore, no impact to the groundwater table would occur.

Response c: Less Than Significant Impact. A project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project Site is located in a highly urbanized area of El Monte, and no streams or river courses are located on or within the Project vicinity. Drainage for the region and El Monte is primarily provided by the San Gabriel River and Rio Hondo River, two major flood control channels that flow northeast to southwest through the basin. Other, smaller flood control channels are tributary to both rivers and provide drainage for the areas surrounding El Monte. Throughout the City, stormwater drainage is carried by surface flow in the streets. Surface flows are carried to a series of interceptor storm drains to convenient discharge points on the Rio Hondo and San Gabriel River channels. The City's local storm drainage system consists of 233 storm drains and 6 underpass pumps that alleviate flooding during periods of heavy rains.⁷ Currently, stormwater runoff is directed to the adjacent stormwater infrastructure serving the greater Project area. The Project Site contains both impervious surfaces and undeveloped land. Implementation of the Proposed Project would not increase site runoff or result any changes in the local drainage patterns as the Proposed Project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period. Implementation of the SWPPP and compliance with the LID/SUSMP would reduce the amount of surface water runoff after storm events,. Therefore, no adverse impacts would occur to surface water hydrology or result in substantial erosion or siltation on- or off-site.

Response d: No Impact. A project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. Approximately 60% of the Project Site is currently permeable. Although the Proposed Project would result in an increase of impermeable surfaces on the Project Site, the Proposed Project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period. Implementation of the SWPPP and compliance with the LID/SUSMP would reduce the amount of surface water runoff after storm events. As such, the Proposed Project would not increase site runoff or result any changes in the local drainage patterns. Therefore, as the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, no impact would occur.

Response e: Less Than Significant Impact. A project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as

⁷ *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH No. 2008071012, Utilities and Service Systems, pg. 5.14-5, May 2011.*

defined in Section 13050 of the CWC or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of storm water runoff from the Project Site were to increase to a level which exceeds the capacity of the storm drain system serving the Project Site. A significant adverse effect would also occur if a project substantially increases the probability that polluted runoff would reach the storm drain system.

The Project Site is currently occupied by both impervious surfaces and undeveloped land. As such, some surface water is directed off site to the adjacent storm drain system on Peck Road and some percolates into the ground on the Project Site. Pursuant to local practice and City policy, storm water retention will be required as part of the LID/SUSMP implementation features (despite no increased imperviousness of the site). Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance. Accordingly, the Proposed Project will be required to demonstrate compliance with LID Ordinance standards and retain or treat the first $\frac{3}{4}$ inch of rainfall in a 24-hour period, which will reduce the Proposed Project's impact to the stormwater infrastructure. Therefore, Proposed Project would not 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 and potential impacts to surface water quality would be less than significant.

Response f: No Impact. A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The Proposed Project does not include potential sources of contaminants, which could potentially degrade water quality. The Proposed Project would comply with water quality standards and wastewater discharge requirements set forth by the LID/SUSMP and would comply with all federal, state and local regulations governing stormwater discharge. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Additionally, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance. Therefore, no impact would occur.

Response g: No Impact. A significant impact may occur if the Project was located within a 100-year flood zone, which would impede or redirect flood flows. According to the Federal Emergency Management Agency, the City of El Monte is designated as "No Special Flood Hazard Area, All Zone C." This special designation corresponds to areas that are: (1) outside the 100-year floodplain; (2) protected from the 100-year flood by levees; or 3) subject to minimal flooding from sheet flow flooding or 100-year stream flooding. The City's designation means that the threat of flooding potential is minimal.⁸ The Project Site is located in a highly urbanized area and, as such no changes to the local drainage pattern would occur with implementation of the Proposed Project, the Proposed Project would not have the potential to impede or redirect floodwater flows. Therefore, no impact would occur.

Response h: No Impact. A significant impact may occur if the Project was located within a 100-year flood

⁸ *City of El Monte General Plan, Public Health and Safety Element, Flood Hazards, pg. PHS-14, 2011.*

zone, which would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area. The Project Site is located in a highly urbanized area and, as no changes to the local drainage pattern would occur with implementation of the Proposed Project, the Proposed Project would not have the potential to impede or redirect floodwater flows. No impact would occur.

Response i: Less Than Significant Impact. A significant impact may occur if the Proposed Project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche. Seiches are large waves generated in very large enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement. As discussed in the Geotechnical Investigation (See Appendix D of this IS/MND), based on a review of the County of Los Angeles Seismic Safety Element (1990), the Project Site is located within a potential inundation area for an earthquake-induced failure of the Santa Fe Dam, which is located at 15501 Arrow Highway, Irwindale, approximately 6.2 miles northeast of the Project Site. However, this dam, as well as others in California, are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Current design and construction practices, and ongoing programs of review, modification, or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum considered earthquake (MCE) for the site. Therefore, the potential for inundation at the site as a result of an earthquake-induced dam failure is considered low and impacts would be considered less than significant.

Response j: No Impact. A significant impact would occur if the Project Site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically induced tidal phenomena (i.e., seiche and tsunami), or if the Project Site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The Project Site is not located within a coastal area. Therefore, tsunamis are not considered a significant hazard at the site. The Project Site is relatively flat. As discussed in the City's General Plan, the City is mostly built out, relatively flat, and with no hillsides that would be subject to substantial soil erosion, landslides, and mudslides.⁹ Therefore, the Project Site is not subject to slope instability, tsunamis, and seiches. Due to the relatively level topography and developed properties within the project area, the potential for mudflow to impact the Project Site is relatively low. Therefore, no impact would occur.

Cumulative Impacts: Less Than Significant Impact. Development of the Proposed Project in combination with the related projects would result in the further infilling of uses in an already dense urbanized area. As discussed above, the Project Site and the surrounding areas are served by the existing City storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Project Site and the related project sites, since this part of the City is already developed extensively with impervious surfaces. Under the requirements of the LID Ordinance, each related project will be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing $\frac{3}{4}$ inch of rainfall in a

⁹ *City of El Monte General Plan, Public Health and Safety Element, Soil Erosion, pg. PHS-11, 2011*

24-hour period. Mandatory structural BMPs in accordance with the NPDES water quality program will therefore result in a cumulative reduction to surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. With implementation of the SWPPP and compliance with the LID/SUSMP the Proposed Project would not increase site runoff or result any changes in the local drainage patterns and therefore, the Proposed Project would not make a cumulatively considerable contribution to impacting the volume or quality of surface water runoff. As such, cumulative impacts to the existing or planned stormwater drainage systems and cumulative water quality impacts would be less than significant.

X. LAND USE AND PLANNING. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response a: No Impact. A significant impact may occur if the project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. The determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Proposed Project.

The Project Site is located within an urbanized area of the City of El Monte and is consistent with the existing physical arrangement of the properties within the vicinity of the site. As discussed in the Section I, Project Description, the Project Site is surrounded by single-family residential and one story commercial buildings. No separation of uses or disruption of access between land use types would occur as a result of the Proposed Project. Accordingly, implementation of the Proposed Project would not disrupt or divide the physical arrangement of the established community, and no impact would occur.

Response b: Less Than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the Project Site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. At the regional level, the Project Site is located within the planning area of SCAG, the Southern California region’s

federally-designated metropolitan planning organization. The Proposed Project is also located within the South Coast Air Basin and, therefore, is within the jurisdiction of the SCAQMD. At the local level, development of the Project Site is guided by the General Plan of the City of El Monte, and the City of El Monte Municipal Code, which are intended to guide local land use decisions and development patterns.

Regional Plans

SCAQMD Air Quality Management Plan

The Proposed Project is located within the South Coast Air Basin and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The AQMP was last updated in 2012 to establish a comprehensive air pollution control program leading to the attainment of State and federal air quality standards in the Basin, which is a non-attainment area. The Proposed Project generally conforms to the zoning and land use designations for the Project Site as identified in the General Plan, and, as such, would not add emissions to the Basin that were not already accounted for in the approved AQMP.

Southern California Association of Governments (SCAG)

The Project Site is located within the six-county region that comprises the SCAG planning area. As part of its regional planning efforts, SCAG prepared and has adopted the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (adopted April 2012) to address regional growth and measure progress toward achieving regional planning goals and objectives. The Proposed Project would be consistent with policies set forth in the RTP/SCS, as the Proposed Project would be characterized as an infill development, and would increase the residential density of a property that is currently developed with a single family residence. With respect to regional population growth, the growth forecast for the 2012 RTP/SCS is contained in the Growth Management Appendix of the 2012 RTP/SCS. The 2012 RTP/SCS growth projections for the City of El Monte are summarized in Table II-6, below.

**Table II-6
SCAG 2012 RTP/SCS Growth Forecast for the City of El Monte**

Population			Households			Employment		
2008	2020	2035	2008	2020	2035	2008	2020	2035
113,400	124,300	140,100	27,800	30,400	33,300	36,300	37,100	38,400

Source: SCAG 2012-2035 RTP/SCS, Growth Management Appendix, at page 37.

Based on recent US Census data published by the US Census Bureau, the most recent population data for the City of El Monte reflects a population of 115,708 persons in 2013. This reflects a 1.9 percent increase to the 2010 population; which was estimated at 113,475 persons. The total number of housing units estimated for El Monte in 2010 is 29,069 per the Census data. As compared to the regional projections contained in SCAG's 2012-2035 RTP/SCS shown above, the population of the City is currently 8,592 persons below SCAG's 2020 population forecast and 1,331 housing units below SCAG's 2020 estimate. Based on the community's current household demographics (e.g., an average of 4.57 persons per multi-family household for the City of El

Monte), the construction of 49 additional residential dwelling units would result in an increase in approximately 224 net permanent residents in the City of El Monte. This estimate bringing the total 2020 population to just under 8,368 persons shy of SCAG's 2020 population estimate and 1,282 dwelling units shy of SCAG's 2020 household forecast. Accordingly, the Proposed Project would be consistent with SCAG's 2012-2035 RTP/SCS and land use impacts would be less than significant.

Local Plans

City of El Monte General Plan

The Proposed Project would conform to the objectives outlined in the City of El Monte General Plan (General Plan). The General Plan is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City. As discussed in the General Plan, the City has adopted a broad vision that guides the General Plan and the guiding themes that clarify the vision. This vision is an anchor for evaluating priorities and programs and dedicating financial and administrative resources to City programs. El Monte's General Plan vision is further defined by six themes: a friendly and diverse community; a balanced community; convenient transportation choices; a healthy environment; a vibrant economy; and sustainable growth. The General Plan consist of seven elements, including: Land Use; Circulation; Housing; Conservation and Open Space; Safety; and Noise. The General Plan also contains four optional elements, which include an Economic Development Element, a Community Design Element, a Cultural Resources Element and a Health and Wellness Element.

Those elements that would be most applicable to the Proposed Project are the Housing Element, the Land Use Element, and the Transportation Element. Housing Element goals with which the Proposed Project would conform include: Provide quality supply and diversity of housing—facilitating the provision of a range of housing types and prices affordable to all economic segments of the community; and Ensure fair housing—promoting equal housing opportunity to all residents of El Monte regardless of income, disability, family type, age, or other circumstance. With respect to the homeless population of the City of El Monte, the Housing Element states the following goal: Support adequate opportunities for emergency, transitional, and permanent supportive housing, including services, within El Monte through the implementation of land use and zoning practices and monitoring through permitting procedures. Land Element goals with which the Proposed Project conforms include: Strengthen districts—applying new general plan land use designations, comprehensive planning, and design techniques that build on the assets of different strategic areas in El Monte. The Proposed Project would be the first in the local neighborhood to make use of the City's MMU zone, which encourages higher densities along commercial corridors. The Proposed Project would introduce a multi-family affordable residential development in close proximity to public transportation options, including two bus stops along Peck Road, located approximately 0.1 mile (walking distance) north and 0.2 mile south from the Project Site.

El Monte Comprehensive Design Guidelines

The intent of the El Monte Comprehensive Design Guidelines (Design Guidelines) and design review is to provide predictability for property owners and developers, as well as residents and other stakeholders in the El Monte community and ensure that new development is of high quality, relates well to its surrounding context and enhances the overall built environment. The Proposed Project supports the Design Guidelines by

redeveloping an underutilized site with an urban infill affordable residential development, which is compatible with surrounding uses with respect to height, mass, scale and character. The building's design will use stepped massing and exterior design elements to help tie into existing neighborhood character. The Proposed Project complies with the applicable guidelines for multi-family residential and mixed-use developments.

City of El Monte Municipal Code

The land use designation of the Project Site is Mixed/Multi Use and the zoning designation is MMU. The Proposed Project would be the first in the local neighborhood to make use of the City's MMU zone, which encourages higher densities along commercial corridors. The Proposed Project includes the construction of a 49-unit affordable apartment building. The Proposed Project will provide 25 units for homeless veteran individuals and families, who earn at or below 30% area median income, and 23 units to low-income individuals and families, who earn at or below 50% of area median income. One unrestricted unit will be reserved for the resident manager. The proposed structure would be four stories high (approximately 50 feet above grade), with parking located on the northern portion of the Project Site at grade. The permitted density allowed on the project site is 1 dwelling unit per 1,244 square feet, which allows for a density of ~~35~~ 36 dwelling units. The allowable FAR on the Project Site is 1:0. The proposed density on the project site is 49 units and the Proposed FAR is 1.44:1. Per the MMU Zone requirement, the FAR is only applicable to non-residential projects. As such, the Project Applicant is requesting a 35% density bonus per the Density Bonus Chapter (17.85). A summary of the proposed development program is provided in Section I, Project Description, Table I-1. The Proposed Project is consistent with the base zoning and general plan land use densities of the adopted El Monte Municipal Code and Housing Element of the General Plan. The Density Bonus would result in an incremental increase above the allowable by-right development density. Pursuant to CA Government Code Section 65915 (j) (1) "The granting of a concession or incentive shall not be interpreted, in and of itself, to require a general plan amendment, local coastal plan amendment, zoning change, or other discretionary approval. This provision is declaratory of existing law." Thus the proposed project would be consistent with the population and growth forecasts of the City of El Monte General Plan.

Open Space

The Proposed Project will provide open space areas, consisting of private open space on balconies and common open space areas on the ground floor and second and third floor deck. The Project is proposed to satisfy the minimum open space and landscaping requirements of the Zoning Code as summarized in Table I-2 of the Project Description. The Proposed Project requires 9,800 square feet of common open space per the Zoning Code and 18,714 square feet of common open space will be provided. The Proposed Project requires 150 square feet of private open space for ground level dwelling units and 100 square feet for upper floor units per the Zoning Code, which will be provided.

Parking

The required parking for the Proposed Project per the ~~Zoning Code (Pursuant to Density Bonus Section 17.85.090) is 77 spaces~~, City of El Monte Municipal Code, Section 17.45.050 (Table A), is 0.5 spaces per dwelling unit for low income/very low income housing and 2.5 spaces for the 3-bedroom unrestricted unit that

is reserved for the resident manager. Thus, the required parking for the Proposed Project pursuant to the Code is 27 parking spaces. A total of 77 parking spaces will be provided on site, including one parking space at grade and 76 parking spaces one level below grade. A summary of the proposed parking plan is provided in Section I, Project Description, Table I-3. The Proposed Project would have one driveway located off of Peck Road leading to a level of parking below grade. The Proposed Project will include one electrical vehicle charging station. Additionally, the Proposed Project would require 14 bike racks (two bike racks per five dwelling units for the first 20 dwelling units, and one bike per five dwelling units thereafter). The Proposed Project would include 14 wall-mounted lockable bike racks.

Plan Consistency

As discussed in the preceding paragraphs, with approval of the requested entitlements, the Proposed Project would be in compliance with local and regional plans applicable to the Project Site. The Applicant will request approvals and permits from the City of El Monte (and other municipal agencies) for project construction activities including, but not limited to, the following: demolition, grading, foundation, haul route, building and tenant improvements. Upon granting these requests, land use impacts would be less than significant.

Response c: No Impact. A project-related significant adverse effect could occur if the Project Site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in Section 4(f) above, no such plans presently exist which govern any portion of the Project Site. Further, the Project Site is located in an area, which is already fully developed with commercial and residential uses, and is also within a heavily urbanized area of El Monte. Therefore, the project would not have the potential to conflict with an applicable habitat conservation plan or natural community conservation plan and no impact would occur.

Cumulative Impacts: No Impact. Development of any related project is expected to occur in accordance with adopted plans and regulations. It is also expected that most of the related projects must be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, the Proposed Project’s land use impacts would not be cumulatively considerable since the Proposed Project would not conflict with applicable local or regional plans and the Proposed Project’s land use impacts are less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. 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"/>
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"/>

Response a: No Impact. A significant impact may occur if the project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance. While the Project Site is located within a Mineral Resource Zone 2 (MRZ-2) Area,¹⁰ the Project Site is zoned MMU and has a land use designation of Mixed/Multi Use in the City of El Monte. The Project Site is not zoned for extraction of a regionally-important mineral resource, and would not convert an existing or future regionally-important mineral extraction use to another use. Therefore, no impacts associated with the loss of availability of a known mineral would occur.

Response b: No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a locally important mineral resource, or if the development would convert an existing or future locally-important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for locally-important mineral resource extraction. The Project Site is located within a Mineral Resource Zone 2 (MRZ-2) Area; however, the Project Site is zoned MMU and has a land use designation of Mixed/Multi Use in the City of El Monte. The Project Site is not zoned for extraction of a locally-important mineral resource, and would not convert an existing or future locally-important mineral extraction use to another use. Therefore, no impact associated with the loss of availability of a known mineral resource would occur.

Cumulative Impacts: No Impact. Development of the Proposed Project in combination with the 40 related projects would not result in the loss of availability of a known mineral resource or locally-important mineral resource recovery site. The Project Site, and the surrounding urbanized area, are not zoned for extraction of a mineral resource, and would not convert an existing or future mineral extraction use to another use. Therefore, no cumulative impact would occur.

¹⁰ *State of California, Department of Conservation, Search for SMARA Mineral Land Classification Maps, Special Report 209 Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley Production-Consumption Region, Los Angeles County, California, website: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf, accessed October 2014.*

XII. NOISE. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Fundamentals of Community Noise Impacts

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady “background” noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since

environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq} – An L_{eq} , or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- L_{max} – The maximum instantaneous noise level experienced during a given period of time.
- L_{min} – The minimum instantaneous noise level experienced during a given period of time.
- CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA “weighting” during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA “weighting” added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. In accordance with the Noise/Land Use Compatibility standards identified in the City’s General Plan (Table PHS-1), for residential uses, environmental noise levels are considered normally acceptable when the CNEL is below 60 dBA, conditionally acceptable in the 60–70 dBA range, and normally unacceptable in the 70 – 75 dBA range and clearly unacceptable above 75 dBA. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically “hard” locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically “soft” locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise

source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.¹¹

Response a: Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City of El Monte Noise Element and the City of El Monte Municipal Code (Noise Ordinance). Implementation of the Proposed Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

Ambient Noise Standards

The City’s ambient noise standards are set forth in Section 8.36.040 - Ambient noise standards, as stated below:

8.36.040 - Ambient noise standards

- A. The following ambient noise standards, unless otherwise specifically indicated, shall apply to all property within their assigned zoning districts and said standards shall constitute the permissible noise level:

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 - Ambient noise standards.

8.36.050 - Special Noise Sources.

- A. Radios, Television Sets, and Similar Devices. Any noise level from the use or operation of any radio receiving set, musical instruments, phonograph, television set, or other machine or device for the producing or reproducing of sound at any hour of the day, which exceeds the noise limit at the property line of any receiving property shall be a violation of the provisions of Section 8.36.040(A).
- B. Machinery, Fans and Other Mechanical Devices. Any noise level from the use or operation of any machinery, equipment, pump, fan, air conditioning apparatus, refrigerating equipment, motor vehicle, or other mechanical or electrical device, or in repairing or rebuilding any motor vehicle which exceeds the noise limits at any property line, of any receiving property shall be a violation of the provisions of Section 8.36.040(A).
- C. Construction of Building.

¹¹ National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971.

1. Except as otherwise permitted under subsections (C)(2) or (G) of [the Noise Ordinance], it is unlawful for any person within the city to operate power construction tools or equipment in the performance of any outside construction or repair work on buildings, structures, or projects in or adjacent to a residential area, except between the hours of six a.m. and seven p.m. Monday through Friday or between the hours of eight a.m. and seven p.m. on Saturday and Sunday.
2. Upon a written showing of good cause by a project applicant and the applicant's construction contractor or subcontractor, the Chief Building Official may conditionally relax the hourly restrictions of this subsection on a case-by-case basis, provided such authorization is made in writing. The Chief Building Official is authorized to impose such reasonable conditions as may be deemed necessary and/or desirable to mitigate any noise or other adverse impacts generated by the construction undertaking during specially authorized work hours. The conduct of operations in a manner inconsistent with or beyond the scope of any written authorization granted by the Chief Building Official shall be unlawful and shall constitute a violation of this section. The Chief Building Official shall establish reasonable criteria for the grant of special work hours requests which balances the desire of residents for peace and quiet during evening and early morning hours with the efficiencies derived from authorizing special work hours requests. In accordance with the Chief Building Official's established criteria, each individual request shall be evaluated on its individual merits and on the specific circumstances and characteristics of the project or undertaking. No one grant request shall serve as binding precedent for any subsequent request.

Construction Noise

Construction of the Proposed Project would require the use of heavy equipment for demolition/site clearing, grading, excavation and foundation preparation, the installation of utilities, paving, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that can be expected to occur at the Project Site are presented in Table II-7, Noise Range of Typical Construction Equipment, and Table II-8, Typical Outdoor Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance). The noise levels shown in Table II-7 represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. As shown in Table II-8, construction noise during the heavier initial periods of construction is estimated to be approximately 86 dBA L_{eq} when measured at a reference distance of 50 feet from the center of construction activity.

These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the noise

source to the receptor would reduce to 78 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source to the receptor. Construction activities associated with the Proposed Project would be expected to occur and generate noise. These activities include demolition/site clearing, site preparation/excavation/grading and the physical construction and finishing of the proposed structures.

**Table II-7
Noise Range of Typical Construction Equipment**

Construction Equipment	Noise Level in dBA L_{eq} at 50 Feet ^a
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

^a Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.
Source: United States Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.

**Table II-8
Typical Outdoor Construction Noise Levels**

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: United States Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.

Baseline Ambient Noise Levels

Land uses on the properties surrounding the Project Site include commercial land uses to the north, Peck Road and commercial land uses to the west, Ranchito Street and commercial and residential land uses to the south, and residential land uses to the east. As shown in Figure III-7, Noise Monitoring and Sensitive Receptor Location Map, noise sensitive receptors include the residential land uses within a 500-foot radius of the Project Site. To identify the existing ambient noise levels in the Project area, representative noise measurements were taken at the Project Site with a Larson Davis 824 sound level meter on December 09, 2014. The measured noise levels are shown in Table II-9, Existing Ambient Daytime Noise Levels in Project Site Vicinity. In addition, the noise measurement location and the noise sensitive receptors are illustrated in Figure II-7, Noise Monitoring and Sensitive Receptor Location Map. As shown in Table II-9, ambient noise levels in the project area range from 53.7 dBA to 71.3 dBA L_{eq} . The most influential factor affecting noise levels is the noise from roadway traffic along Peck Road and Ranchito Street. The lowest ambient noise levels occurred at Location 4, which was taken from within the parking lot north of the Project Site. This measurement reflects sound attenuation provided by distance from the roadway and existing buildings. The peak noise level recorded during the day was 82.7 dBA, at Location 3, located at the northwest corner of the Project Site adjacent to Peck Road.

**Table II-9
Ambient Noise Levels in the Project Vicinity**

Monitoring Location ^a	Time of Day	Average L_{eq}	Minimum L_{min}	Maximum L_{max}
1. Southeast corner of the Project Site on the north side of Ranchito Street	11:34 a.m. – 11:49 a.m.	60.8	42.7	73.6
2. Northeast corner of Peck Road and Ranchito Street	11:52 a.m. – 12:07 p.m.	69.2	49.5	81.8
3. Northwest corner of the Project Site on the east side of Peck Road	12:12 p.m. – 12:27 p.m.	71.3	50.7	82.7
4. Private Drive north of the Project Site	12:28 p.m. – 12:43 p.m.	53.7	43.9	64.2

^a *Monitoring locations are identified in Figure II-7, Noise Measurement Location Map.
Source: Parker Environmental Consultants, December 2014. See Appendix G of this IS/MND for Noise Measurement printouts.*

Due to the use of heavy construction equipment during the construction phase, the Proposed Project would expose surrounding off-site receptors to increased ambient exterior noise levels, potentially exceeding the threshold levels identified in the El Monte Municipal Code. Although construction-related noise levels associated with the Proposed Project could exceed the numerical noise thresholds, implementation of Mitigation Measures XII-1 through XII-4 would reduce the noise levels associated with construction of the Proposed Project to the maximum extent that is technically feasible. Construction-related noise impacts would be temporary in nature and would therefore be considered less than significant after mitigation.



Aerial Source: Google Earth, 2014



Figure II-7
Noise Monitoring and
Sensitive Receptor Location Map

Mitigation Measures:

- XII-1 The project shall comply with the City of El Monte Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 9:00 a.m. to 5:00 pm on Saturday. No construction shall be permitted on Sundays or Federal Holidays.
- XII-2 Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- XII-3 The Project Applicant shall post a construction site notice on-site that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.
- XII-4 The Project Contractor shall erect a noise insulating barrier such as, but not limited to, plywood structures or flexible sound control curtains extending six feet in height around the perimeter of active construction areas adjacent to residential properties to minimize the amount of noise during construction on the nearby noise-sensitive uses.

Operational Noise***Parking Garage Noise***

Parking for the Project would be provided within one subterranean parking level, which will be accessed from a two-way driveway on Peck Road. Sources of noise within the parking structure would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. As parking for the Proposed Project would be entirely underground and enclosed, noise generated within the structure would be attenuated by the structure's walls and would not generate a substantial increase in noise levels at the adjacent single-family residential land uses. Thus, noise impacts associated with the Proposed Project's subterranean parking garage would be less than significant.

HVAC Equipment

During the operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the new structure. However, the noise levels generated by mechanical equipment is not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing buildings in the Project vicinity. Noise levels from commercial HVAC systems are typically in the range of 70 to 92 dBA Leq at a distance of 15 feet. Installation and operation of the HVAC equipment would also be done in accordance with the American Society of Heating

and Air-Conditioning Engineers (ASHRAE) Noise and Vibration Control Standards and Best Practices to ensure indoor noise levels are maintained at an acceptable level. As such, the HVAC equipment associated with the Proposed Project would not represent a new source of noise in the Project Site vicinity. In addition, the operation of such equipment and any other on-site stationary sources of noise would be screened from view and/or enclosed with sound attenuating screens or noise barriers to block the line of sight between the noise source and off-site sensitive receptors. Thus, impacts, associated with mechanical equipment would be reduced to less than significant levels through building code compliance measures.

Traffic Noise

As indicated in the Project Traffic Study (see Appendix H to this IS/MND), operation of the Proposed Project would generate approximately 326 daily weekday trips including 25 trips during the a.m. peak hour and 30 trips during the p.m. peak hour. The existing and post-project noise levels were modeled utilizing the FHWA TNM 2.5 model and the peak hour traffic data for the a.m. and p.m. peak hour periods provided in Appendix A of the Project Traffic Study. As shown in Table II-10, below, the projected ambient noise levels from existing roadway traffic is estimated to increase ambient noise levels by 0.03 dBA at Peck Road and Ranchito Street during the a.m. and p.m. peak hours and approximately 0.01dBA at Peak Road and Lower Azuza Road and Peck Road and Ramona Boulevard during the a.m. and p.m. peak hours. As a 3 dBA increase in the ambient noise levels would be necessary to generate a perceptible increase in noise, the projected noise levels would be imperceptible to the human ear and thus traffic related noise impacts would be less than significant.

**Table II-10
Proposed Project Traffic Noise Impacts**

Intersection	Existing 2014 Traffic Noise Levels (dBA)		Existing + Project Traffic Noise Levels (dBA)		Project Impact (dBA)	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. Peck Road and Ranchito Street	69.17	69.23	69.19	69.27	0.03	0.03
2. Peck Road and Lower Azuza Road	73.69	74.21	73.69	74.22	0.01	0.01
3. Peck Road and Ramona Blvd	73.57	73.98	73.58	73.99	0.01	0.01
<i>Source: Parker Environmental Consultants, 2014. Noise calculation worksheets are provided in Appendix G of this IS/MND..</i>						

Response b: Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project has the potential to result in the exposure of people to or generation of excessive groundborne vibration or groundborne noise levels. The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-

wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction Vibration

Construction activities for the Proposed Project have the potential to generate low levels of groundborne vibration from demolition of the existing structures and excavation for the subterranean parking garage. The operation of construction equipment generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the Proposed Project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance). The City of El Monte has not adopted any significance thresholds associated with human annoyance for groundborne vibration impacts. In terms of human annoyance resulting from vibration generated during construction, the single-family residential sensitive receptors located adjacent to the Project Site along Ranchito Street would be exposed to increased vibration levels on a temporary and intermittent basis during the construction period which would be a source of annoyance. Impacts associated with vibration annoyance would be mitigated to a less than significant level with implementation of Mitigation Measures XII-1 through XII-3. As shown in Table III-11, below, construction generated vibration would not exceed the thresholds of significance for generating a significant impact with respect to structural damage. As such, to construction-generated vibration impacts would be less than significant.

**Table II-11
Construction-Related Vibration Impacts**

ID	Receptor Address	Land Use	Distance from Proposed Footing (ft)	Vibration in PPV (in/sec)	Threshold of Significance ^[a]	Significant Impact
1	4724 Peck Road	Commercial Retail	14	0.168	0.25	No
2	11619 Ranchito St.	Residential	23	0.098	0.25	No
3	11625 Ranchito St.	Residential	23	0.098	0.25	No
4	11631 Ranchito St.	Residential	18	0.128	0.25	No
5	11635 Ranchito St.	Residential	20	0.114	0.25	No
6	11637 Ranchito St.	Residential	20	0.114	0.25	No

Source: Caltrans, Transportation and Construction Vibration Guidance Manual, September 2013. Note: the thresholds of significance for structural damage was derived from Konan (1985), which reviewed numerous vibration criteria relating to historic and sensitive buildings, and developed a recommended set of vibration criteria for transient (single-event) and steady-state (continuous) sources. Parker Environmental Consultants, 2015 (Vibration calculation worksheets are provided in Appendix G).

Response c: Less Than Significant Impact. A significant impact may occur if the Proposed Project were to result in a substantial permanent increase in ambient noise levels. As discussed above, the Proposed Project's operational impacts associated with parking lot noise, roadway noise, and stationary noise (i.e., HVAC equipment) would be less than significant. Therefore, the Proposed Project would not result in a substantial permanent increase in ambient noise levels and noise impacts would be less than significant.

Response d: Potentially Significant Impact Unless Mitigation Incorporated. As discussed above, impacts associated with construction and operational noise would be mitigated to a less than significant level. Implementation of the construction mitigation measures identified above would ensure the Proposed Project does not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity, and these impacts would be less than significant.

Response e: No Impact. A significant impact may occur if the Proposed Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the Project Site. The closest public airport to the Project Site is the El Monte Airport, located at 4233 Santa Anita Avenue, approximately 1.5 miles west of the Project Site. The Project Site is located outside of the airport 65 CNEL noise contour zone. Thus, the Proposed Project would not expose people to excessive noise levels associated with airport uses. No impact would occur.

Response f: No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not located in the vicinity of a private airstrip. As no such facilities are located in the vicinity of the Project Site, no impact would occur.

Cumulative Impacts: Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City of El Monte. The Project Applicant has no control over the timing or sequencing of the related projects that have been identified within the Proposed Project study area. Therefore, any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Construction-period noise for the Proposed Project and each related project (that has not yet been built) would be localized. Based on a review of related project's location map (See Figure II-43 ~~17~~ in Section I, Project Description), no related projects are located within 500 feet of the Project Site. As such, there is no potential for localized cumulative noise levels to occur. In addition, each of the related projects would be required to comply with the City's noise ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require potentially significant impacts to be reduced to the extent feasible. With respect to cumulative traffic noise impacts, the Project would not have the potential to double the traffic volumes on any roadway segment or study intersection in the vicinity of the Project Site. As such, the Proposed Project's contribution to traffic noise volumes would not be cumulatively considerable. Thus, the cumulative impact associated with noise would be less than significant.

XIII. POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Response a: Less Than Significant Impact. A significant impact may occur if the Proposed Project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. The Proposed Project is an infill development project located in an area that is currently developed and served by local and regional infrastructure. The Project Site is adequately served by existing public roads, public utilities (sewers, water, natural gas, electricity), services (fire, police, schools, parks), and public transit. As shown in Table II-12, SCAG’s Proposed 2012–2035 RTP/SCS Growth Forecast for the City of El Monte, below, the forecast from 2008 through 2035 envisions growth of 26,700 additional persons, yielding an approximate 19% growth rate.

**Table II-12
SCAG’s 2008 RTP Growth Forecast for the City of El Monte**

Projection Year	Population	Households
2008	113,400	27,800
2035	140,100	33,300
<i>Net Change from 2008 to 2035</i>		
No. of Population/Households	26,700	5,500
Percent Change	19%	17%
<i>Source: SCAG, 2012 Growth Forecast, 2012 Draft RTP Growth Forecast, website: http://www.scag.ca.gov/Documents/2012AdoptedGrowthForecastPDF.pdf, accessed October 2014.</i>		

Based on the community’s current household demographics (e.g., an average of 4.57 persons per multi-family household for the City of El Monte), the construction of 49 additional residential dwelling units would result in an increase in approximately 224 net permanent residents in the City of El Monte.¹² The proposed increase in housing units and population would be consistent with SCAG’s forecast of 5,500 additional households and approximately 26,700 persons in the City of El Monte between 2008 and 2035. As such, the Proposed Project would not cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Proposed Project occupancy/buildout, and

¹² Based on a generation rate of 4.57 residents per multi-family dwelling unit. City of El Monte General Plan, Land Use Element, Table LU-1 General Plan Buildout Estimates, LU-10, 2011.

that would result in an adverse physical change in the environment; or introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. Therefore, impacts related to housing would be less than significant.

Response b: Less Than Significant Impact. A significant impact may occur if the Proposed Project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Proposed Project would consist of the development of new affordable housing on a site that is currently occupied by a residential structure, a commercial structure, asphalt paved parking areas and undeveloped space. The Proposed Project would result in the construction of 49 new residential units. Therefore, impacts associated with displacement of existing housing units would be less than significant.

Response c: Less Than Significant Impact. The Proposed Project would consist of the development of 49 new affordable residential units on a site that is currently occupied by a single-story residential structure, a single-story commercial structure, asphalt paved parking areas and undeveloped space. Therefore, displacement of a substantial number of people necessitating the construction of replacement housing elsewhere would not occur and impacts would be less than significant.

Cumulative Impacts: Less Than Significant Impact. The related projects would introduce additional residential, hotel, commercial/retail/restaurant, office, parking and entertainment industry related uses to the City of El Monte. As shown in Table II-13, the Proposed Project and related projects that involve residential developments would cumulatively contribute approximately 1,652 new residential dwelling units to the area, generating approximately 7,551 new residents.

As discussed in Question XIII(a), the Proposed Project would not exceed the growth projections of SCAG's Regional Comprehensive Plan (RCP) for the City of El Monte. Furthermore, the Proposed Project is the type of project encouraged by SCAG and City policies to accommodate growth in urban centers that are close to existing infrastructure and public transit. Because the Proposed Project would not displace any residents, and the population growth potentially associated with the Proposed Project has already been anticipated and planned for within the City of El Monte area, the Proposed Project's population growth would not be cumulatively considerable. Therefore, the Proposed Project's contribution to cumulative population and housing growth would be less than significant.

**Table II-13
Projected Cumulative Housing Units**

Related Projects (By Housing Type)	Total Housing Units	Total Residents ^a
Single Family Residential	122	558
Multi-Family Residential	1,481	6,769
Related Projects Total:	1,603	7,327
Proposed Project Net Total:	49	224
Cumulative Total:	1,652	7,551
<i>Notes:</i>		
<i>^a City of El Monte General Plan, Land Use Element, Table LU-1 General Plan Buildout Estimates, LU-10, 2011.</i>		
<i>Source: Parker Environmental Consultants, 2014</i>		

XIV. PUBLIC SERVICES.

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Response a (Fire Protection): Potentially Significant Impact Unless Mitigation Incorporated. A project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The Los Angeles County Fire Department’s (LACoFD) Battalion 10 provides fire and emergency safety services from four locations in the City of El Monte. The Proposed Project includes the proposed development of 49 dwelling units. The Project would generate approximately 224 new residents, which could increase the demand for fire services. As indicated by LACoFD (See Appendix I of this IS/MND for written correspondence), the closest fire station to the Project Site is County Fire Station #169, located at 5112 N. Peck Road, approximately 0.5 miles north of the Project Site. Based on this distance, the estimated response time to the Project Site is 1.7 minutes. Fire Station 169 is equipped with one engine (Engine 169). During 2014, Fire Station 169 responded to a total of 1,312 emergency incidents, of which 37 were fire related, 1,146 were medical and 129 were other. The Fire Department uses national guidelines of a 5-minute response time for the 1st arriving unit for fire and EMS responses and 8 minutes for the advanced life support (paramedic) unit in urban areas. The Proposed Project is within an urban area and currently these times are being met. In 2014, LACoFD responded to 358,235 calls within its jurisdiction, of which 8,080 were fire, 277,122 were emergency medical services, and 73,033 were other types. The call volume for Fire Station 169 is comparable to other fire stations with similarly sized jurisdictions. Based on the relatively short distance from the fire station location to the Project Site, fire protection response is considered adequate to serve the Project Site.

Furthermore, as indicated by the LACoFD (See Appendix I of this IS/MND for written correspondence), the required fire flow for this development is 3,875 gallons per minute for 3 hours. The water mains in the street fronting this property must be capable of delivering this flow at 20 psi residual pressure. Three hydrants flowing simultaneously may be used to achieve the required fire flow. Per the San Gabriel Valley Water Company, the existing public fire hydrant at Ranchito Street and Peck Road meets the current Fire Department requirements. The required fire flow may be reduced by the Fire Prevention Engineering Unit during the Building Plan Check

Phase. One new public fire hydrant is required on Peck Road at the north property line. All required public fire hydrants shall be installed, tested and accepted prior to beginning construction (Fire Code 501.4). Compliance with the Los Angeles County Building Code and Los Angeles County Fire Code is mandatory and routinely conditioned upon projects when they are approved. Impacts related to fire protection would be less than significant with incorporation of Mitigation Measure XIV-10 Public Services (Fire).

Mitigation Measures:

XIV-1 Public Services (Fire) The Applicant shall submit the architectural plans to the Los Angeles County Fire Department to ensure that the development adheres to all applicable code and ordinance requirements for construction, emergency access, water main, fire flows and fire hydrants. The Proposed Project shall incorporate the required measures indicated by the Los Angeles County Fire Department ~~as conditions of approval~~ prior to the issuance of a building permit.

Cumulative Impacts: Less Than Significant Impact. The Proposed Project, in combination with the related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LACoFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to LACoFD review and would be required to comply with all applicable fire safety requirements of the LACoFD in order to adequately mitigate fire protection impacts. Specifically, any related project that exceeded the applicable response distance standards described above would be required to install automatic fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development on any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LACoFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable contribution to fire protection services impacts, and, as such cumulative impacts on fire protection would be less than significant.

Response a (Police): Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if the City of El Monte Police Department (EMPD) could not adequately serve a project, necessitating a new or physically altered station. The determination of whether the project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the Proposed Project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for police services anticipated at the time of project buildout compared to the expected level of service available; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

The Project Site is served by the EMPD station, located at 11333 Valley Boulevard, approximately two miles southwest of the Project Site. The EMPD currently operates with 109 sworn officers and 40 civilian staff. The

EMPD is currently below the budgeted sworn officer compliment. The population of El Monte is estimated at 120,000 people. As such, the EMPD's normal complement of officers is 121. At a current staffing level of sworn officers at 109, it is below industry standard staffing for the City. While the EMPD is currently meeting servicing demands, it is focusing on core services and delivering emergency operation functions to the community. Several investigative and community support programs are not staffed due to limited personnel who are dedicated to patrol operations. The average Priority 1 call response time is 4.5 minutes and the average Priority 2 call response time is 15 minutes. The EMPD's traditional response times are 3-4 minutes. While current response times are in excess of 4 minutes, the EMPD is concurrent with industry standards for response times. Crime statistics from the El Monte Police Department for 2010 through 2014, and the projections for 2015, are provided below in Table II-14.

Table II-14
City of El Monte Police Department Crime Statistics

Crime	2010	2011	2012	2013	2014	Projections
Homicide	6	1	4	3	2	4
Rape	27	34	20	14	23	24
Robbery	265	196	203	155	164	205
Aggravated Assault	308	188	169	168	149	208
Total Violent Crimes	606	419	396	340	338	441
Burglary	607	542	567	568	463	571
Theft	1,194	1,137	1,080	1,040	1,168	1,113
Auto Theft	797	606	580	576	583	640
Total Non Violent Crime	2,598	2,285	2,227	2,184	2,214	2,324
<i>Source: Written correspondence with the El Monte Police Department (See Appendix I of this IS/MND); Parker Environmental Consultants 2015.</i>						

Construction

Construction sites have the potential to attract trespassers and/or vandals that would potentially result in graffiti, excess trash, and potentially unsafe conditions for the public. Such occurrences would adversely affect the aesthetic character of the Project Site and surrounding area and could potentially cause public health and safety concerns, thereby increasing demand upon the local police department. With implementation of XIV-2, below, project impacts would be less than significant during the construction period.

Operation

Implementation of the Proposed Project would result in an increase of site visitors, residents, and employees within the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to escalate as a result of the increased onsite activity and increased traffic on adjacent streets and arterials. While police services for the City of El Monte are currently being met and response times are considered adequate, with implementation of Mitigation Measure XIV-3, the Proposed Project's potential impact upon EMPD services would be mitigated to a less than significant level.

Mitigation Measures:

- XIV-2 Public Services (Police – Demolition/Construction Sites) Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.
- XIV-3 Public Services (Police). The Applicant shall submit the architectural plans to the El Monte Police Department to ensure that the development adheres to the EMPD requirements. The plans shall incorporate the appropriate design features relative to security, semi-public and private spaces, which may include but not be limited to access control to the building, secured parking facilities, walls/fences with key access systems, and well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment. The Proposed Project shall incorporate the suggested measures requested by the Police Department as conditions of approval prior to the issuance of a building permit.

Cumulative Impacts: Less Than Significant Impact. The Proposed Project, in combination with the related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional EMPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to EMPD review and would be required to comply with all applicable safety requirements of the EMPD and the City of El Monte in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the EMPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development on any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. The Proposed Project would not make a cumulatively considerable contribution to police protection services impacts, and cumulative impacts on police protection would be less than significant.

Response a (Schools): Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the El Monte public school districts. The determination of whether the project results in a significant impact on public schools shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for school services anticipated at the time of project buildout compared to the expected level of service available (consider, as applicable, scheduled improvements to school district services (facilities, equipment, and personnel) and the project's proportional contribution to the demand); (c) whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and (d) whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to the school

districts.

As discussed in the General Plan, the El Monte community is served by two public school districts; the El Monte City School District, which operates 16 kindergarten through 8th grade schools with an enrollment of 9,700 students; and the El Monte Union High School District, which operates six high schools serving 8,735 students, and a community day school. The Project area is currently served by the following City of El Monte public schools: Cherylee Elementary School, located at 5025 Buffington road, which serves kindergarten through sixth grade; Durfee Elementary School, located at 12233 Star Street, which serves kindergarten through eighth grade; Wright Elementary School, located at 11317 E. McGirk Road, which serves kindergarten through eighth grade; and Arroyo High School, located at 4921 N. Cedar Avenue, which serves grades ninth through twelfth. As shown in Table II-15, Proposed Project Estimated Student Generation, the Proposed Project would generate approximately 20 elementary students, 5 middle school students and 10 high school students, for a total of approximately 35 students.

**Table II-15
Proposed Project Estimated Student Generation**

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Proposed Project					
Residential ^a	49 du	20	5	10	35
Total Project Estimated Students		20	5	10	35
<i>Notes: sf = square feet; du = dwelling units</i> ^a Student generation rates are as follows for residential uses: 0.4 elementary, 0.1 middle and 0.2067 high school students per unit. Generation rates for Elementary School and Middle School students are based on Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH No. 2008071012, Public Services Section, Table 5.11-6, March 2011. Generation rates for High School students are based on written correspondence with the El Monte Union High School District (See Appendix I). Source: Parker Environmental Consultants, 2014.					

According to the El Monte City School District 2008 District-Wide Facilities Master Plan, planned improvements to bring the existing school facilities up to modern educational standards and to meet future growth are proposed for Cherylee, Durfee and Wright Elementary School. According to the El Monte Union High School District (See Appendix I for written correspondence), no planned improvements to add capacity through expansion are proposed for Arroyo High School, as the district capacity for the school is 2,847 and current enrollment for the 2014-2015 school year is 2,266. The number of estimated students generated by the Proposed Project would be accommodated by the existing school facilities, based on the planned improvements to the three elementary schools serving the Project Site, and the current capacity of the high school serving the Project Site. Furthermore, the Project Applicant will be required to pay mandatory developer fees to offset the Proposed Project’s demands upon local schools. Pursuant to Government Code Section 65995, the development fees authorized by SB 50 are deemed to be “full and complete school facilities mitigation.” Thus, the Proposed Project’s potential impact upon public school services will be mitigated to a less than significant level by the following measure:

Mitigation Measures:

XIV-4 Public Services (Schools). The applicant shall pay school fees to the City of El Monte School District and El Monte Union High School District to offset the impact of additional student enrollment at schools serving the project area.

Cumulative Impacts: Less Than Significant Impact. The Proposed Project, in combination with the related projects is expected to result in a cumulative increase in the demand for school services. Development of the related projects would likely generate additional demands upon school services. These related projects would have the potential to generate students that would attend the same schools as the Proposed Project. As shown in Table II-16, Projected Cumulative Student Population, the Proposed Project and related projects would cumulatively contribute approximately 662 elementary school students, 161 middle school students and 331 high school students.

**Table II-16
Projected Cumulative Student Generation**

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Related Projects					
Residential ^a	1,603 du	642	161	331	1,134
Related Projects Total:		642	161	331	1,134
Proposed Project Net Total :		20	5	10	35
Cumulative Total:		662	166	341	1,169
<i>Notes:</i> ^a <i>sf = square feet; du = dwelling units</i> ^b <i>Student generation rates are as follows for residential uses: 0.4 elementary, 0.1 middle and 0.2067 high school students per unit. Generation rates for Elementary School and Middle School students are based on Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH No. 2008071012, Public Services Section, Table 5.11-6, March 2011. Generation rates for High School students are based on written correspondence with the El Monte Union High School District (See Appendix I).</i> <i>Source: Parker Environmental Consultants, 2014.</i>					

This would create an increased cumulative demand on local school districts. However each of the new housing units would be responsible for paying mandatory school fees to mitigate the increased demands for school services. As discussed in Response XIV (c) above, pursuant to Government Code Section 65995, the development fees authorized by SB 50 are deemed to be “full and complete school facilities mitigation.” Therefore, cumulative impacts on schools would be less than significant.

Response a (Parks): Less Than Significant. A significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project. The Parks and Recreation Element of the City of El Monte General Plan notes that the City of El Monte has 12 developed parks providing about 51 acres of parkland. El Monte has 0.41 acres per 1,000 residents, well below the City’s present standard of 3 acres per 1,000 persons. The City of El Monte should have 375 acres of parkland for its residents to match the San Gabriel Valley average of 3.0 acres per 1,000 residents. The closest Park to the Project Site is Lambert Park, located approximately 0.3 miles southwest of

the Project. Lambert Park is a 9.3-acre community park with facilities that include a community building with an auditorium, an indoor gymnasium, baseball fields, a wading pool, and two playground areas.

Based on a parkland ratio goal of 3 acres per 1,000 residents, the Proposed Project would generate a need for approximately 0.67 acres (or 29,185 square feet) of public parkland. The Proposed Project requires 9,800 square feet of common open space per the Zoning Code and 18,714 square feet of common open space will be provided. The Proposed Project requires 150 square feet of private open space for ground level dwelling units and 100 square feet for upper floor units per the Zoning Code, which will be provided.

As analyzed in the General Plan, the City has a 10-year goal to provide 2 acres of parkland for every 1,000 residents, or 200 new park acres. Over the next 10 years, the City could add 25,000 new residents. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and Quimby fees) Under the City's present Quimby Ordinance, developers will be required to contribute or finance an additional 75 acres of parks over and above the 200 acres. The Quimby Act requires the payment of Quimby fees to be used for the acquisition and improvement of public parkland within the surrounding area. Therefore, the Proposed Project's impact upon parks and recreational facilities would be less-than-significant.

Cumulative Impacts: Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects could result in an increase in permanent residents residing in the Project area. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential related projects are required to comply with payment of Quimby Fees (for subdivisions). Each residential related project would also be required to comply with the on-site open space requirements of the El Monte Municipal Code. Therefore, with payment of the applicable recreation fees on a project-by-project basis, the Proposed Project would not make a cumulatively considerable impact to parks and recreational facilities and cumulative impacts would be less-than-significant.

Response a (Other Public facilities): Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site. The City of El Monte supports two public libraries operated by the Los Angeles County Library. The El Monte Library, located at 3224 North Tyler Avenue, approximately 2.7 miles southwest of the Project Site, is a 12,000-square-foot facility with more than 100,000 volumes and the César Chávez Self-Improvement Collection for Job Training and Career Development. The Norwood Library, located at 4550 North Peck Road, approximately 0.2 miles south of the Project Site, features a 10,000- square-foot facility that houses more than 90,000 volumes. Both libraries offer adult and teen programs, summer reading programs for children, facilities for events, and many publications in English, Spanish, Chinese, and Vietnamese. Existing library facilities and services in El Monte are substantially below Los Angeles County's standard for library services. The Proposed Project will increase the population in the community by approximately 224 residents, which would result in an increase in demand on the City's Public Library system. As recommended in the Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, the City shall coordinate with the County of Los Angeles to identify

available funding sources to fund expanded or new library facilities necessary to serve existing and future residents.¹³ Therefore, impacts related to library facilities would be reduced to a less than significant level.

Cumulative Impacts: Less Than Significant Impact. Development of the related projects is projected to generate additional housing and residents within the study area, which would likely generate additional demands upon library services. This increase in resident population, combined with the 224 additional residents generated by the Proposed Project, would result in a cumulative increase in demands upon public library services. As recommended in the Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, the City shall coordinate with the County of Los Angeles to identify available funding sources to fund expanded or new library facilities necessary to serve existing and future residents. Therefore, impacts related to library facilities would be reduced to a less than significant level.

XV. RECREATION.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response a: Less Than Significant Impact. A significant impact may occur if the project would include substantial employment or population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. The closest Park to the Project Site is Lambert Park, located approximately 0.3 miles southwest of the Project. Lambert Park is a 9.3-acre community park with facilities that include a community building with an auditorium, an indoor gymnasium, baseball fields, a wading pool, and two playground areas. The Proposed Project would provide 18,714 square feet of common open space and recreation amenities on-site. Future residential development for subdivisions is subject to pay applicable Quimby fees to offset potential increased demand on public recreational facilities in the area. Therefore, the Proposed Project would not substantially 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 and impacts would be less than significant.

Response b: No Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As previously

¹³ *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH No. 2008071012, Public Services, pg. 5.11-5, March 2011.*

discussed in Checklist Question XV(a) the Proposed Project would not require the construction or expansion of recreational facilities beyond the limits of the Project Site which might have an adverse physical effect on the environment and thus there would be no impact.

Cumulative Impacts: Less Than Significant Impact. As discussed above, the project would have a less than significant impact on recreational resources. The related projects would result in development of up to 1,652 dwelling units, with a projected resident population of 7,551 persons. However, each of the residential related projects are required to comply with payment of Quimby Fees (for subdivisions) to offset potential increased demand on public recreational facilities in the area. Additionally, like the Proposed Project, each of the related projects with residential components would include residential open space pursuant to the City of El Monte Municipal Code. Therefore, development of the Proposed Project and related projects would have a less than significant cumulative impact on recreational resources.

XVI. TRANSPORTATION/TRAFFIC. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following section summarizes and incorporates by reference the information provided in the Traffic Impact Study for the Proposed Palo Verde Apartment Project 4704 and 4716 Peck Road, El Monte (Traffic Study) prepared by KOA Corporation dated February 13, 2015. The Traffic Study is provided as Appendix H to this IS/MND.

Response a: Less Than Significant Impact. A significant impact is typically identified if Project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. The City of El Monte has established specific thresholds for Project-related increases in the Intersection Capacity Utilization (ICU) values of signalized study intersections which is consistent with the Los Angeles County Congestion Management Program (CMP). The following increases in peak-hour ICU values are considered significant traffic impacts:

“The City desires to maintain a level of service (LOS) D throughout the City, except that LOS E may occur in the following circumstances:

- Intersections/roadways at, or adjacent to, freeway ramps
- Intersections/roadways on major corridors and transit routes
- Intersections/roadways on truck routes
- Intersections/roadways in or adjacent to commercial districts

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

- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity ($V/C / 0.02$), causing or worsening to LOS F ($V/C > 1.00$) for all intersections on major corridors, truck routes, commercial corridors at or adjacent to freeway ramps, and at intersections at or adjacent to freeway ramps.
- A significant impact occurs when a proposed Project increases traffic demand at a signalized study intersection by two percent or more of capacity ($V/C / 0.02$), causing or worsening LOS E ($V/C > 0.90$) for all intersections which are not on major corridors, truck routes, commercial corridors at or adjacent to freeway ramps.

As shown in Table II-17, level of service values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating “capacity” of a roadway.

As defined by the City of El Monte procedures, significant impacts of a proposed project at an intersection must be mitigated to a level of insignificance, where feasible. The project study area, as defined through consultation with the City of El Monte staff, includes the following three study intersections:

- Peck Road / Lower Azusa Road
- Peck Road / Ranchito Street
- Peck Road / Ramona Boulevard

**Table II-17
Level of Service Definitions**

LOS	Definition	Intersection Volume/Capacity Ratio (ICU)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000 – 0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 – 0.700
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 – 0.800
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 – 0.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches.	0.901 – 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Greater than 1.000

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982

Estimated Trip Generation

The Project trip generation estimates were based on trip rates defined by the Institute of Transportation Engineers (ITE) publication Trip Generation (9th Edition). The Proposed Project includes the development of 49 multi family units. ITE Land Use Code 220 (Apartment) trip generation average rates were used to forecast the traffic volumes expected to be generated by the apartment component of the Proposed Project. The trip rates and the associated Project trip generation forecasts are provided in Table II-18 below. The proposed Project would generate approximately 326 daily weekday trips including 25 trips during the a.m. peak hour and 30 trips during the p.m. peak hour.

**Table II-18
Project Trip Generation**

Land Use	ITE Code	Intensity	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
Apartments	220	1 Unit	6.65	20%	80%	0.51	65%	35%	0.62
Estimated Trips									
Apartment	220	49 Units	326	5	20	25	20	10	30

Source: Traffic Impact Study for the Proposed Palo Verde Apartment Project 4704 and 4716 Peck Road, El Monte, prepared by Koa Corporation, dated December 10, 2014.

Project Impacts

Existing Conditions

Traffic counts from recent traffic studies were used since they represented existing traffic conditions prior to the Baldwin Avenue closure at the railroad crossing, north of Valley Boulevard, as part of the Alameda Corridor-East Construction Authority improvements. These traffic counts were used for two of the three study intersections (Peck Road/Lower Azusa Road and Peck Road/Ramona Boulevard) and were provided and authorized by the City. New traffic counts were conducted at the remaining Peck Road and Ranchito Street study intersection. The counts were used to determine existing traffic conditions. Based on the intersection lane geometries and the existing traffic volumes, volume-to-capacity ratios and corresponding levels of service (LOS) were determined for each of the study intersections during the weekday a.m. and p.m. peak hours. Table II-19 summarizes the volume-to-capacity ratios and LOS values for existing traffic conditions. The existing traffic analysis scenario worksheets are provided in Appendix B of the Traffic Study. As shown in Table II-19, all three study intersections are currently operating at LOS D or better during the weekday a.m. and p.m. peak hours.

Existing With Project Conditions

Traffic impacts created by the proposed Project were determined by comparing the existing scenario conditions to the existing with-Project scenario conditions. As shown in Table II-19, the proposed Project would not create any significant traffic impacts at the study intersections under existing with-Project conditions, during the weekday a.m. and p.m. peak hours. Project mitigation measures are therefore not recommended for existing with-Project conditions.

Table II-19
Determination of Project Impacts – Existing with Project Conditions

Study Intersection	Peak Hour	Existing (2014) Conditions		Existing (2014) With Project		Change in V/C or Delay (sec.)	Significant Impact?
		V/C	LOS	V/C	LOS		
1 Peck Road / Lower Azusa Road	AM	0.875	D	0.876	D	0.001	No
	PM	0.872	D	0.876	D	0.004	No
2 Peck Road / Ranchito Street	AM	0.633	B	0.637	B	0.004	No
	PM	0.610	B	0.614	B	0.004	No
3 Peck Road / Ramona Boulevard	AM	0.644	B	0.646	B	0.002	No
	PM	0.835	D	0.839	D	0.004	No

Source: Traffic Impact Study for the Proposed Palo Verde Apartment Project 4704 and 4716 Peck Road, El Monte, prepared by Koa Corporation, dated February 13, 2015.

Future With Project Intersection Level of Service

Table II-20 provides a summary of the Project impacts under future conditions. Traffic impacts created by the Project were determined by comparing the Opening Year (2017) without-Project scenario conditions to the Opening Year (2017) with-Project scenario conditions. For the Opening Year (2017) without-Project scenario, two of the three study intersections are projected to operate at LOS D or better during the analyzed peak hours. The Peck Road and Lower Azusa Road study intersection will operate at LOS E during the a.m. and p.m. peak hours. For Opening Year (2017) with-Project scenario conditions, two of the three study intersections are projected to operate at LOS D or better during the analyzed peak hours. The Peck Road and Lower Azusa Road study intersection will continue to operate at LOS E during the a.m. and p.m. peak hours. The Peck Road and Ramona Boulevard study intersection will operate at LOS E during the p.m. peak hour. The Proposed Project would not create any significant traffic impact at the study intersections under Opening Year (2017) with-Project conditions, during the weekday a.m. and p.m. peak hours. Project mitigation measures are therefore not recommended for Opening year (2017) with-Project conditions.

Project Driveways

The proposed site will have one driveway on Peck Road. The project driveway is located on the east side of Peck Road and would provide full access. The existing two-way left-turn center lane on Peck Road will need to be modified to accommodate full access at the project driveway.

**Table II-20
Determination of Project Impacts – Opening Year (2017) with Project**

Study Intersection	Peak Hour	Opening Year (2017) without Project		Opening Year (2017) with Project		Change in V/C or Delay (sec.)	Significant Impact?
		V/C	LOS	V/C	LOS		
1 Peck Road / Lower Azusa Road	AM	0.928	E	0.929	E	0.001	No
	PM	0.931	E	0.936	E	0.005	No
2 Peck Road / Ranchito Street	AM	0.658	B	0.662	B	0.004	No
	PM	0.638	B	0.643	B	0.005	No
3 Peck Road / Ramona Boulevard	AM	0.697	B	0.699	B	0.002	No
	PM	0.903	E	0.907	E	0.004	No

Source: Traffic Impact Study for the Proposed Palo Verde Apartment Project 4704 and 4716 Peck Road, El Monte, prepared by Koa Corporation, dated February 13, 2015.

CMP and Freeway Analysis

The County of Los Angeles Congestion Management Program (CMP) was created statewide because of Proposition 111 and was implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a

traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed Project will add 50 or more vehicle trips during either a.m. or p.m. weekday peak hours.
- At CMP mainline freeway-monitoring locations, where the Project will add 150 or more trips, in either direction, during the either the a.m. or p.m. weekday peak hours.

The nearest CMP arterial monitoring intersections to the Project site are at Rosemead Boulevard and Valley Boulevard (CMP Location 131) and Rosemead Boulevard and Garvey Avenue (CMP Location 142), which is located approximately 3.5 miles west of the Project Site. Based on the trip generation and distribution of the Project, it is not expected that 50 or more new Project trips per hour would be added at these CMP intersections. Therefore, no further analysis of potential CMP impacts is required.

In addition, the Proposed Project is expected to add less than 150 new trips per hour, in either direction, to any freeway segments based on the Project trip generation defined in Table 4 of the Traffic Study. Therefore, no further analysis of CMP freeway monitoring stations is required.

Traffic Impact Summary

The following summarizes the traffic study results, conclusions and recommendations:

- The Proposed Project would provide 49 units of which there would be 21 one-bedroom units, 13 two-bedroom units, and 15 three-bedroom units.
- The Proposed Project would provide 77 parking spaces on-site. Vehicular access to on-site parking will be provided from Peck Road.
- The existing two-way left-turn center lane on Peck Road will need to be modified to accommodate full access at the project driveway.
- The Proposed Project would generate approximately 326 daily weekday trips including 25 trips during the a.m. peak hour and 30 trips during the p.m. peak hour.
- Based on the applied significant traffic impact criteria, the Proposed Project would not create any significant traffic impacts at the study intersections under existing with-Project and Opening Year (2017) with-Project conditions during the a.m. and p.m. peak hours.
- The Proposed Project is not anticipated to cause a significant traffic impact on any CMP arterial monitoring intersections and mainline freeway-monitoring locations.

Construction Traffic

The Proposed Project would require the use of haul trucks during site clearing and excavation and the use of a variety of other construction vehicles throughout the construction of the Proposed Project. The Proposed Project would include the excavation up to 15 feet below grade for the footprint of the one-level subterranean parking garage. Approximately 16,556 cubic yards (cy) of soil will be excavated and hauled off-site. Based on an average load capacity of 12 cy per haul truck, soil export activities will generate a total of approximately 1,380 haul trips, or approximately 26 round trips per day for a projected duration of 53 hauling days. The

addition of these vehicles onto the street system would contribute to increased traffic in the Project vicinity. As shown in Table II-23 in the Section XVII. Utilities, the Proposed Project includes the demolition and construction of approximately 1,204.5 tons of debris. The addition of these vehicles onto the street system would contribute to increased traffic in the Project vicinity. As noted in Section II, Project Description of this IS/MND the anticipated haul route would include entering/exiting the Project Site from Peck Road. The haul route would then extend northbound to the 210 Freeway on Peck Road, which then turns into S. Myrtle Avenue, or eastbound to the 605 freeway via Lowe Azusa Road. The haul route may be modified provided the City of El Monte approves any such modification. The haul trips would occur during the permissible hauling hours identified in the haul route to be approved by the City of El Monte. It is anticipated that the Proposed Project's construction trip traffic would not contribute to a significant increase in the overall congestion in the Project vicinity. In addition, any truck trips would be limited to the length of time required for the Project's construction. Due to the temporary nature of the traffic, construction impacts would be less than significant.

Response b: No Impact. The CMP TIA guidelines require that intersection monitoring locations must be examined if the Proposed Project adds 50 or more trips during either the AM or PM weekday peak hours. Based on the findings of the Traffic Study, the Proposed Project will not add 50 or more trips during either the AM or PM weekday peak hours (i.e., of adjacent street traffic) at any of the CMP monitoring intersections in the Project vicinity, which is stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

Response c: No Impact. This question would apply to the Proposed Project only if it involved an aviation-related use or would influence changes to existing flight paths. The Project Site is located approximately 1.5 miles east of the El Monte Airport. The Proposed Project would not interfere with air traffic pattern or create any safety risks and therefore no impact would occur.

Response d: Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if Project site access or other features were designed in such a way as to create hazard conditions. The Proposed Project would not include unusual or hazardous design features. However the Proposed Project will include a new vehicular access driveway to the Project Site, which, if they are not properly designed and constructed, could potentially conflict with pedestrian circulation in the Project area. Environmental impacts may result from Project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:

Mitigation Measures:

XVI-1 Transportation (Safety Hazards). The Applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety. The Applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the City of El Monte for approval.

Response e: ~~Less Than Significant Impact.~~ Potentially Significant Impact Unless Mitigation Incorporated. For the purpose of this Initial Study, a significant impact may occur if the project design would not provide emergency access meeting the requirements of the LACoFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses. The Proposed Project is located along Peck Road, which has been designated as an Evacuation Route by the City of El Monte General Plan.¹⁴ As described above, the Proposed Project driveway will be located on Peck Road. Development of the Project Site may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. Additionally, development of the Proposed Project would not adversely affect access on Peck Road either temporarily during construction or long-term during operation. Implementation of Mitigation Measure XVI-2 would alleviate traffic impacts associated with construction activities. Further, the Proposed Project would be developed in a manner that satisfies the emergency response requirements of the LACoFD. There are no hazardous design features included in the access design or site plan for the Proposed Project that could impede emergency access. Furthermore, the Proposed Project would be subject to the site plan review requirements of the LACoFD and the EMPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. As indicated by the LACoFD (See Appendix I of this IS/MND for written correspondence), the proposed access to the Project Site is adequate as depicted on the site plan dated December 18, 2014, as filed in the Fire Prevention Division, Land Development Unit. Additionally, in the event any oversized-transport vehicles are required during the construction of the Proposed Project, a Caltrans transportation permit will be applied for. A requirement to schedule heavy-duty truck trips outside of peak hours when possible is incorporated below. Therefore, the Proposed Project would not be expected to result in inadequate emergency access, and a less than significant impact would occur.

Mitigation Measures:

XVI-2 Traffic Management. To mitigate potential temporary traffic impacts of any necessary lane and/or sidewalk closures during the construction period, the Applicant shall, prior to construction, develop a Construction Traffic Control/Management Plan to be approved by the City of El Monte to minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular and pedestrian circulation in the area of the Project. The Plan shall include temporary roadway striping and signage for traffic flow as necessary, as well as the identification and signage of alternative pedestrian routes in the immediate vicinity of the Project.

XVI-3 Heavy-duty truck trips shall be scheduled outside of peak hours when possible during the construction process.

Response f: No Impact. For the purpose of this Initial Study, a significant impact may occur if the Proposed Project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The Proposed Project would not require the disruption of public transportation

¹⁴ *City of El Monte General Plan, Public Health and Safety Element, Figure PHS-4, Emergency Infrastructure, pg. PHS-35, 2011.*

services or the alteration of public transportation routes. Furthermore, the Proposed Project would not interfere with any class I or class II bikeway systems. Since the Proposed Project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such programs.

Cumulative Impacts: Less Than Significant Impact. Development of the Proposed Project in conjunction with the 40 related projects would result in an increase in average daily vehicle trips and peak hour vehicle trips in the Project vicinity. As noted in Table II-20 above, for the future with Project conditions all increases in v/c ratios in the AM peak hour and PM peak hour would be less than the threshold for a significant impact to occur and the Proposed Project’s contribution to cumulative impacts is less than significant for all of the study intersections analyzed. Therefore, the Proposed Project’s cumulative impact is considered less than significant.

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. 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"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response a: No Impact. A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD)

containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements. The Los Angeles Regional Water Quality Control Board (LARWQCB) enforces wastewater treatment and discharge requirements for properties in the Project area.

The Los Angeles County Sanitation District (LACSD) treats wastewater at the Whittier Narrows Water Reclamation Plant (WNWRP), located south of the City of El Monte, and then recycles the water for irrigation and groundwater recharge. The WNWRP is a public facility and, therefore, is subject to the State's wastewater treatment requirements. Wastewater from the Project Site is and would continue to be treated according to the wastewater treatment requirements enforced by the LARWQCB. The Proposed Project would also comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the LARWQCB. Full compliance with the SUSMP, implementation of design-related BMPs, and compliance with the City of El Monte Municipal Code, would ensure that the operation of the Proposed Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, no impact would occur.

Response b: Less Than Significant Impact. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. The determination of whether a project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Water Treatment Facilities and Existing Infrastructure

The City of El Monte Water Department has estimated its service area population to be approximately 17.6 percent of the total population of the City of El Monte, or approximately 22,968 residents.¹⁵ The San Gabriel Valley Water Company (SGVWC) is based in El Monte and provides water service to customers in El Monte, including the Project Site. The source of water provided to SGVWC's customers is groundwater from the Main San Gabriel Basin. Groundwater is treated and/or disinfected prior to entry into the distribution system. As SGVWC's service area within the Upper San Gabriel Basin is built out, it does not anticipate that water demands in that service area will increase substantially in the near future. Water demands in that service area between 2010 and 2025 are expected to remain steady at about 39,194 acre-foot per year.¹⁶

As shown in Table II-21 below, the Proposed Project would generate a demand for approximately 9,555 gallons per day (gpd) of water or about 10.70 acre-feet per year, representing a fraction of one percent of the available capacity. As such, implementation of the Proposed Project is not expected to measurably reduce the

¹⁵ *City of El Monte 2010 Urban Water Management Plan, adopted July 5, 2011.*

¹⁶ *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH No. 2008071012, Utilities and Services Systems, pg. 5.14-2, March 2011.*

SGVWC capacity and therefore, no new or expanded water treatment facilities would be required. With respect to water treatment facilities, the Proposed Project would have a less-than-significant impact.

Although no further upgrades are anticipated at this time, in the event that water main and/or other infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project area, and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be of a short-term nature, (b) the replacement of the water mains would be within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate project vicinity. Therefore, potential impacts resulting from water infrastructure improvements would be less than significant.

**Table II-21
Proposed Project Estimated Water Demand**

Type of Use	Size	Water Demand Rate (gpd/unit) ^a	Total Water Demand (gpd)
Proposed Project			
High Density Residential	49 du	195	9,555
Total Proposed Project Water Demand			9,555
<i>Notes:</i> <i>sf = square feet; du = dwelling units</i> ^a <i>Generation rate based on the Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH No. 2008071012, Utilities and Services Systems, Table 5-14-2, pg. 5.14-3, March 2011.</i> <i>Source: Parker Environmental Consultants, 2014</i>			

Wastewater Treatment Facilities and Existing Infrastructure

Wastewater collection facilities that serve the City of El Monte are owned, operated, and maintained by the City Public Works Department. The City maintains 125 miles of pipeline and seven pump stations. Wastewater treatment is provided to El Monte by the Sanitation Districts of Los Angeles County (LACSD). Wastewater is treated at the WNWRP which has a capacity of 15 million gallons per day (mgd). More than 99% of the reclaimed water is beneficially reused, mostly for groundwater recharge. Wastewater flows to the WNWRP average 75 mgp, with a residual capacity of 7 mgd.¹⁷ As shown in Table II-22 below, the Proposed Project would generate approximately 7,644 gpd of wastewater, which is significantly below available capacity. Therefore, the WNWRP would have adequate capacity to serve the Proposed Project. As such, with respect to the capacities of wastewater treatment facilities, the Proposed Project would have a less-than-significant impact.

If it is determined that the local sewer system has insufficient capacity to serve the Proposed Project, the Applicant will be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate the Proposed Project's increased flows. Any infrastructure improvements to update or expand the sewer lines in the Project vicinity, if necessary, would be limited to trenching, excavating and backfilling the sewer lines beneath the public right-of way. Such construction activities would be localized in

¹⁷ *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH No. 2008071012, Utilities and Services Systems, Table 5-14-3, pg. 5.14-4, March 2011.*

nature and would generally involve partial lane closures for a relatively short duration of time typically lasting a few days to a few weeks. Such capital improvement projects generate short-term construction impacts over a relatively short duration with minimal impacts upon air quality emissions, noise, water quality, and traffic/circulation. Therefore, impacts to sewer capacity and infrastructure would be less than significant.

**Table II-22
Proposed Project Estimated Wastewater Generation**

Type of Use	Size	Wastewater Demand Rate (gpd/unit) ^a	Total Wastewater Demand (gpd)
Proposed Project			
High Density Residential	49 du	156	7,644
Total Proposed Project Wastewater Generation			7,644
<i>Notes:</i> <i>sf = square feet; du = dwelling units</i> ^a <i>Generation rate based on the Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH No. 2008071012, Utilities and Services Systems, Table 5-14-4, pg. 5.14-4, March 2011.</i> <i>Source: Parker Environmental Consultants, 2014</i>			

Response c: No Impact. A significant impact may occur if the volume of storm water runoff would increase to a level exceeding the capacity of the storm drain system serving a Project Site, resulting in the construction of new storm water drainage facilities. As described in Section IX(c) the Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. The Proposed Project will be required to demonstrate compliance with Low Impact Development Ordinance standards^a and retain or treat the first ¼ inch of rainfall in a 24-hour period. The Project Site has both impervious surfaces and undeveloped land. As such, a portion of surface water runoff from the Project Site is directed to adjacent storm drains while some percolates into the ground beneath the Site. With the City's requirements for stormwater quality treatment and not allowing an increase in runoff with development, it can be assumed the existing City storm drain system will have sufficient capacity to carry the proposed development runoff. Additionally, the Project Site is not in a flood hazard zone. Therefore, Proposed Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems and no impact would occur.

Response d: Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. As shown in Table II-21 the Proposed Project would generate a demand for approximately 9,555 gpd of water. The Project Site is located within the service area of the San Gabriel Valley Water Company. As concluded in written correspondence with the San Gabriel Valley Water Company (See Appendix I of this IS/MND), adequate line and storage capacity for domestic water purposes exists which can be extended to provide public utility water service to the Proposed Project. The Project is consistent with the existing zoning and General Plan land use designation for the Project Site and is therefore within the growth projections of the City's General Plan. Total water demands in El Monte at General Plan buildout are estimated at roughly 16.53 mgd, an increase of about 4.03 mgd above existing demands. Furthermore, the Proposed Project would be subject to the applicable sections of the City of El Monte Municipal Code Chapter 14.02 (Drought Response

Conservation Plan), which establishes water management requirements necessary to conserve water, promote effective water supply planning, assure reasonable and beneficial water use, prevent the waste of water, and prevent the unreasonable use of water and unreasonable water use practices. Thus, with implementation of the Drought Response Conservation Plan, and the Mitigation Measures identified below, the Proposed Project would have a less-than-significant impact upon the City's regional water supply.

Mitigation Measures:

XVII-1 Utilities (Local Water Supplies - Landscaping). The Project shall include water conservation measures in landscape, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

The Project's landscape plan shall incorporate the following features:

- Weather-based irrigation controller with rain shutoff
- Matched precipitation (flow) rates for sprinkler heads
- Drip/microspray/subsurface irrigation where appropriate
- Minimum irrigation system distribution uniformity of 75 percent
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- Use of landscape contouring to minimize precipitation runoff.

A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 square feet and greater.

XVII-2 Utilities (Local Water Supplies - All New Construction). The Applicant shall install the following water conservation fixtures in the Project:

- High-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Restroom faucets shall have a maximum flow rate of 1.5 gallons per minute.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- No more than one showerhead shall be allowed per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only Energy Star-rated high-efficiency clothes washers (water factor of 6.0 or less) in the project. If such appliances are to be furnished by the tenants, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.

Cumulative Impact: Less Than Significant. Development of the Proposed Project, in conjunction with cumulative growth throughout the City of El Monte, would further increase the demand for potable water within the City. Through the 2010 Urban Water Management Plan, the Public Works Department has demonstrated that it can provide adequate water supplies for the City through the year 2035. This estimate is based in part on demographic projections obtained from the Southern California Association of Governments (SCAG). As discussed previously in this section the San Gabriel Valley Water Company has indicated that adequate line and storage capacity for domestic water purposes exists which can be extended to provide public utility water service to the Proposed Project. As such, the Proposed Project would not make a cumulatively considerable impact with respect to water demand and therefore, impacts associated with increased water demand would be less than significant.

Response e: Less Than Significant Impact. A project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements. As stated in Checklist Question XVII(b), above, the sewage flow will ultimately be conveyed to the Whittier Narrows Water Reclamation Plant, which has sufficient capacity for the Proposed Project. Therefore, impacts would be less than significant.

Response f: Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. The determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the Project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the Project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (CiSWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. El Monte is served by four waste management companies: American Reclamation, Phoenix Waste and Recycling, Valley Vista Services, and Waste Management. Solid waste transported by private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Several landfills serve the existing land uses with the City, which include: Antelope Valley Public Landfill; Azusa Land Reclamation Company Landfill; Chiquita Canyon Sanitary Landfill; El Sobrante Landfill; Frank R. Bowerman Sanitary Landfill; Lancaster Landfill and Recycling Center; Olinda Alpha Sanitary Landfill; Puente Hills Landfill, Simi Valley Landfill & Recycling Center, and Sunshine Canyon City/County Landfill.¹⁸ The

¹⁸ *Cal Recycle, Disposal Reporting System, Jurisdiction Disposal by Facility, Disposal during 2013 for El Monte, website: <http://www.calrecycle.ca.gov/LGCentral/Reports/DRS/Destination/JurDspFa.aspx>, accessed October 2014.*

majority of waste in 2013 was directed to the Puente Hills Landfill and the El Sobrante Landfill. The Puente Hills Landfill closed in October 2013. The El Sobrante Landfill processes 2 million tons of waste annually and has a remaining capacity of 209 million cubic yards, with a projected life remaining of fifty years.

Assembly Bill 939 (AB 939) (Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.) established an integrated waste-management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. To ensure that this diversion rate is met countywide, the Sanitation Districts of Los Angeles County have constructed material recovery facilities that extract recyclable material from the waste stream to reduce the amount of waste in landfills. The City is aiming to improve its waste diversion to exceed AB 939 requirements. Recycling and the use of recycled products are encouraged at the home, for commercial and business sectors, and in industrial areas. Waste management efforts include the Curbside Residential Recycling Program, Multi-Family Residential Recycling Program, and the Green Waste Program. Methods for reducing waste in El Monte include recycling of construction, consumer, green, and liquid waste and utilizing these waste products to generate renewable energy that reduces impacts on landfills and wastewater treatment facilities.¹⁹

Construction and Operation

The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. The Project's solid waste disposal needs would be directed to the local recycling facilities and landfills described above. Based on the calculations provided in Table II-23, below, it is estimated that the proposed construction activities would generate approximately 1,204.5 tons of debris during the construction process. Additionally, the Project would require approximately 16,556 cubic yards of soil export for the construction of the subterranean parking level. With implementation of the mitigation measure XVII-4, the Proposed Project's impacts on solid waste during construction would be less than significant. As shown in Table II-24, Proposed Project Solid Waste Generation, the Proposed Project's net generation during operation of the Proposed Project would be 1,378 pounds per day. The Proposed Project's solid waste would be handled by private waste collection services. The amount of solid waste generated by the Proposed Project is within the available capacities at area landfills. Therefore, with implementation of the mitigation measures XVII-5, the impacts would be less than significant.

¹⁹ *Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH No. 2008071012, Utilities and Services Systems, March 2011.*

**Table II-23
Estimated Construction and Demolition Debris**

Construction Activity	Size	Rate ^a (lbs./sf)	Generated Waste (tons)
Demolition			
Residential	1,250 sf	111	69.38
Commercial	2,100 sf	155	162.75
Construction			
Residential (49 DU)	44,455 sf	4.38	972.36
Total C & D Debris			1,204.5
<i>Notes: sf= square feet</i> ^a USEPA Report No EPA530-98-010, <i>Characterization of Building Related Construction and Demolition Debris in the United States, July 1998.</i> <i>Source: Parker Environmental Consultants, 2014.</i>			

**Table II-24
Expected Operational Solid Waste Generation**

Type of Use	Size	Solid Waste Generation Rate ^a (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
Proposed Project			
Multi-Family Residential	49 du	5.32 lbs/du/day	1,345
Total Proposed Project Solid Waste Generation			1,378
<i>Notes:</i> <i>du = dwelling units, sf = square feet</i> ^a <i>Generation rate based on the Final City of El Monte General Plan and Zoning Code Update Environmental Impact Report, SCH No. 2008071012, Utilities and Services Systems, Table 5.14-9, pg. 5.14-13, March 2011.</i> <i>Source: Parker Environmental Consultants</i>			

Mitigation Measures:

XVII-4 Utilities (Construction/Demolition Solid Waste Recycling) Prior to the issuance of any demolition or construction permit, the Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the City of El Monte. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes. To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

XVII-5 Utilities (Operational Solid Waste Recycling). Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.

Response g: Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Proposed Project would generate solid waste that is typical of a residential building and would comply with all federal, state, and local statutes and regulations regarding proper disposal. Therefore, impacts would be less than significant.

Cumulative Impacts: Less Than Significant Impact. Implementation of the Proposed Project in conjunction with the related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of El Monte. The Proposed Project would generate approximately 1,378 pounds per day of solid waste. The amount of solid waste generated by the Proposed Project is within the available capacities at area landfills. To accommodate solid waste generated by future growth, the City of El Monte is aiming to improve its waste diversion to exceed AB 939 requirements. As discussed above, recycling and the use of recycled products are encouraged at the home, for commercial and business sectors, and in industrial areas. Waste management efforts include the Curbside Residential Recycling Program, Multi-Family Residential Recycling Program, and the Green Waste Program. Methods for reducing waste in El Monte include recycling of construction, consumer, green, and liquid waste and utilizing these waste products to generate renewable energy that reduces impacts on landfills and wastewater treatment facilities. Thus, the Proposed Project’s contribution to cumulative impacts will continue to decrease as it increases waste diversion rates in accordance with City goals. Therefore, the Project’s contribution to cumulative solid waste impacts will be less than cumulatively considerable, and cumulative impacts with respect to solid waste would be less than significant.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of 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?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b. Does the project have impacts which are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of an individual 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).

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c. Does the project have environmental effects, which cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Response a: Potentially Significant Impact Unless Mitigation Incorporated. A significant impact would occur only if the Proposed Project results in potentially significant impacts for any of the above issues. The Proposed Project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources or California's history or pre-history. As noted in the analysis above, compliance with the El Monte Municipal Code will mitigate the removal of any trees on the Project Site and any potential impacts that may occur upon bird species during the breeding season would be mitigated through compliance with applicable laws (See Mitigation Measures IV-1 through IV-3). Additionally, although no known direct impacts to historic resources are anticipated, precautionary mitigation measures are recommended to ensure any impacts upon cultural resources are mitigated to less than significant levels in the unlikely event any such historic, archaeological, or paleontological materials are accidentally discovered during the construction process (See Mitigation Measures V-1 through V-3). Therefore, with mitigation, the Proposed Project would not have the potential to degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history.

Response b: Less than Significant Impact. A significant impact may occur if the Proposed Project, in conjunction with other related projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. As concluded in this analysis, the Proposed Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology/soils, green house gas emissions, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, and utilities would be less than significant. As such, the Proposed Project's contribution to cumulative impacts would be less than significant.

Response c: Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Proposed Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less-than-significant levels through the implementation of the applicable mitigation measures identified herein. A summary of mitigation measures is provided in Section II. (E) on the following page.

E. SUMMARY OF MITIGATION MEASURES

I. Aesthetics

- I-1 Aesthetics (Landscape Plan). All open areas not used for buildings, driveways, parking areas, recreational facilities or sidewalks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.
- I-2 Aesthetics (Vandalism). Construction equipment, debris, and stockpiled equipment shall be enclosed within a fenced or visually screened area to effectively block the line of sight from the ground level of neighboring properties. Such barricades or enclosures shall be maintained in appearance throughout the construction period. Graffiti shall be removed immediately upon discovery.
- I-3 Aesthetics (Light). Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.
- I-4 Aesthetics (Glare). The exterior of the proposed structure shall be constructed of materials to minimize glare and reflected heat, such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces.

II. Agriculture and Forestry Resources

No mitigation required.

III. Air Quality

- III-1 All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAPMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent
- III-2 All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- III-3 All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- III-4 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. This includes turning equipment off if they are anticipated to idle for five minutes or longer.

IV. Biological Resources

IV-1 Surveys and Inspections Incidental to Development. Any applicant requiring a demolition or grading permit issued by the Building and Safety Department shall require a tree survey plan and an Arborist's report.

Any applicant for a discretionary land use approval (e.g., conditional use permit, variance, design review and the like) issued by the Planning Commission who desire to remove one or more Protected Trees located upon any property in the City in connection with any residential or commercial development to be authorized under the land use approval shall include in their application the following:

1. A tree survey plan: Identifies all Protected Trees located upon the property and identifies those Protected Trees that are proposed to be removed or that may be affected by the proposed development. The plan shall specify the precise location of the trunk and driplines and size, health and species of all existing Protected Trees.
2. Arborist's report: The applicant shall also provide a report by a certified arborist. The report, based on the findings of the tree survey plan and other necessary information, shall be used to determine the health of existing trees, the effects of the proposed development upon the Protected Trees and recommendations for any special precautions necessary for the preservation of the Protected Trees. The report shall also identify which Protected Trees are proposed for removal.

IV-2 Protection of Protected Trees During Construction. Except with Protected Trees whose removal is authorized, all persons shall undertake the following prior to the commencement of any construction or demolition activities and until the issuance of a certificate of occupancy or a temporary certificate of occupancy:

1. Install a sturdy fence at the perimeter of the protected zone of a Protected Tree;
2. Prohibit excavation, grading, drainage and leveling within the protected zone of a Protected Tree;
3. Prohibit the storage or disposal of oil, gasoline, chemicals or other harmful materials within the protected zone or in drainage channels, swales or other areas that may lead to the protected zone;
4. Refrain from any of the unlawful activities set forth under Section 14.03.030 of Urgency Ordinance No. 2791, Tree Protection and Preservation Ordinance;
5. Design utility services and irrigation lines to be located outside of the protected zone of a Protected Tree to the extent feasible; and
6. Notify the Landscape Technician of any serious harm, destruction or other damage that befall a Protected Tree during construction or demolition activities and in no event shall the applicant undertake the removal of any Protected Tree not otherwise slated for removal unless and until the Landscape Technician has been given the opportunity to inspect the subject tree, evaluate its prospects for survival and issue a written determination as to whether the tree should be

allowed to remain or be removed pursuant to an After-the-fact issued permit.

IV-3 Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas). Project activities (including disturbances to native and non-native vegetation, structures and substrates) shall take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid a taking of species (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall arrange for pre-construction bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.

If any protected native birds are found to be present on-site, the Applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

V. Cultural Resources

V-1 Cultural Resources (Archaeological). The project Applicant shall provide site access to a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrielino Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and shall be provided access on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor shall complete monitoring logs on a daily basis. The logs shall provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Monitor shall photo-document the ground disturbing activities. Monitoring logs shall be submitted to the City of El Monte Planning Department upon completion of the survey period. The monitors must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitors will be required to provide insurance certificates, including liability insurance, to the an archaeological resource(s) are encountered during grading and excavation activities, pertinent provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k) shall apply. The on-site monitoring shall end when the project site grading and excavation activities are completed.

- V-2 Cultural Resources (Paleontological). 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 Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report to the satisfaction of the Planning 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 will comply with this Mitigation Measure.
- V-3 Cultural Resources (Human Remains). In the event that human remains are discovered during excavation activities, the contractors shall stop immediately and contact the County Coroner at 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays). The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or; if the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission. 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 will comply with this Mitigation Measure.

VI. Geology and Soils

- VI-1 Seismic The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Building Division of the Public Works Department of the City of El Monte. This measure is not considered deferral of mitigation because it establishes a performance standard that must be implemented.
- VI-2 Geotechnical Report. The Project shall comply with the conditions contained within the Building Division of the Public Works Department of the City of El Monte and the Geotechnical Investigation for the Proposed Project, as it may be subsequently amended or modified. This measure is not considered deferral of mitigation because it establishes a performance standard that must be implemented.

VII. Greenhouse Gas Emissions

No additional mitigation measures are required. (See XVII. Utilities and Service Systems, below)

VIII. Hazards and Hazardous Materials

VIII-1 (Hazards) Asbestos Containing Materials (ACMs) that are found to be present shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations. Standard handling and disposal practices of Lead Based Paint (LBP) shall be implemented pursuant to OSHA regulations.

IX. Hydrology and Water Quality

IX-1 Stormwater Pollution Prevention Plan. Before the City issues a grading permit, the developer shall prepare a Stormwater Pollution Prevention Plan for the site for review and approval by the Public Works Director, or designee. The SWPPP must fully comply with RWQCB requirements and contain specific BMPs to be implemented during project construction to reduce erosion and sedimentation to the maximum extent practicable. This measure is not considered deferral of mitigation because it establishes a performance standard that must be implemented.

IX-2 Standard Urban Stormwater Mitigation Plan. Prior to issuance of a grading permit, the Project shall comply with the Standard Urban Stormwater Mitigation Plan (SUSMP). The appropriate design and application of Best Management Practices (BMP) devices and facilities shall be determined by the Department of Public works. This measure is not considered deferral of mitigation because it establishes a performance standard that must be implemented.

X. Land Use and Planning

No mitigation required.

XI. Mineral Resources

No mitigation required.

XII. Noise

XII-1 The project shall comply with the City of El Monte Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 9:00 a.m. to 5:00 pm on Saturday. No construction shall be permitted on Sundays or Federal Holidays.

XII-2 Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

- XII-3 The Project Applicant shall post a construction site notice on-site that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.
- XII-4 The Project Contractor shall erect a noise insulating barrier such as, but not limited to, plywood structures or flexible sound control curtains extending six feet in height around the perimeter of active construction areas adjacent to residential properties to minimize the amount of noise during construction on the nearby noise-sensitive uses.

XIII. Population and Housing

No mitigation required.

XIV. Public Services

- XIV-1 Public Services (Fire) The Applicant shall submit the architectural plans to the Los Angeles County Fire Department to ensure that the development adheres to all applicable code and ordinance requirements for construction, emergency access, water main, fire flows and fire hydrants. The Proposed Project shall incorporate the required measures indicated by the Los Angeles County Fire Department ~~as conditions of approval~~ prior to the issuance of a building permit.
- XIV-2 Public Services (Police – Demolition/Construction Sites). Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.
- XIV-3 Public Services (Police). The Applicant shall submit the architectural plans to the El Monte Police Department to ensure that the development adheres to the EMPD requirements. The plans shall incorporate the appropriate design features relative to security, semi-public and private spaces, which may include but not be limited to access control to the building, secured parking facilities, walls/fences with key access systems, and well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment. The Proposed Project shall incorporate the suggested measures requested by the Police Department ~~as conditions of approval~~ prior to the issuance of a building permit.
- XIV-4 Public Services (Schools). The applicant shall pay school fees to the City of El Monte School District and El Monte Union High School District to offset the impact of additional student enrollment at schools serving the project area.

XV. Recreation

No mitigation required.

XVI. Transportation/Traffic

- XVI-1 Transportation (Safety Hazards). The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety. The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the City of El Monte for approval.
- XVI-2 Traffic Management. To mitigate potential temporary traffic impacts of any necessary lane and/or sidewalk closures during the construction period, the Applicant shall, prior to construction, develop a Construction Traffic Control/Management Plan to be approved by the City of El Monte to minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular and pedestrian circulation in the area of the Project. The Plan shall include temporary roadway striping and signage for traffic flow as necessary, as well as the identification and signage of alternative pedestrian routes in the immediate vicinity of the Project.
- XVI-3 Heavy-duty truck trips shall be scheduled outside of peak hours when possible during the construction process.

XVII. Utilities and Service Systems

- XVII-1 Utilities (Local Water Supplies - Landscaping). The Project shall include water conservation measures in landscape, installation, and maintenance (e.g. use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

The Project's landscape plan shall incorporate the following features:

- Weather-based irrigation controller with rain shutoff
- Matched precipitation (flow) rates for sprinkler heads
- Drip/microspray/subsurface irrigation where appropriate
- Minimum irrigation system distribution uniformity of 75 percent
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- Use of landscape contouring to minimize precipitation runoff.

A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 square feet and greater.

- XVII-2 Utilities (Local Water Supplies - All New Construction). The Applicant shall install the following water conservation fixtures in the Project:
- High-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.

- Restroom faucets shall have a maximum flow rate of 1.5 gallons per minute.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- No more than one showerhead shall be allowed per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only Energy Star-rated high-efficiency clothes washers (water factor of 6.0 or less) in the project. If such appliances are to be furnished by the tenants, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.

XVII-4 Utilities (Construction/Demolition Solid Waste Recycling). Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the City of El Monte. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

XVII-5 Utilities (Operational Solid Waste Recycling). Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.

III. PREPARERS AND PERSONS CONSULTED

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IV. REFERENCES AND ACRONYMS

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2. ACRONYMS AND ABBREVIATIONS

AAM	Annual Arithmetic Mean
AB	Assembly Bill
ACM	Asbestos-containing materials
AEP	Association of Environmental Professionals
AFY	Acre-feet per year
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
ASTs	above-ground storage tanks
ATCS	Adaptive Traffic Control System
Basin	South Coast Air Basin
BMPs	Best Management Practices
C/D	construction/demolition
CAA	Clean Air Act
CAAQS	California ambient air quality standards
Cal/EPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code (2007)
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
Cf	Cubic feet
CFC	Chlorofluorocarbons
CGS	California Geological Survey
CH ₄	Methane

CHMIRS	California Hazardous Material Incident Report System
CMP	Congestion Management Plan
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
COHb	carboxyhemoglobin
COPC	Chemical of Potential Concern
CORRACTS	Corrective Action Treatment, Storage, and Disposal Facilities
CPT	cone penetrometer test
CPU	Crime Prevention Unit
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	decibel
dBA	A-weighted decibel scale
d/D	flow level
DHS	California Department of Health and Services
DWP	Department of Water and Power
DWR	California Department of Water Resources
du	dwelling unit
EIR	Environmental Impact Report
EMPD	City of El Monte Police Department
EMS	Emergency Medical Service
EOO	Emergency Operations Organization
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
FAR	Floor Area Ratio
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GBCI	Green Building Certification Institute
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GWP	Global Warming Potential
HFC	hydrofluorocarbons
HSA	Hyperion Service Area
HTP	Hyperion Treatment Plant
HVAC	Heating, Ventilation and Air Conditioning
I-10	Santa Monica Freeway
ISO	Interim Control Ordinance

ITE	Institute of Transportation Engineers
km	kilometers
kV	kilovolt
kWh	kilowatt-hours
LACoFD	Los Angeles County Fire Department
LACSD	Los Angeles County Sanitation District
LBP	Lead-based paint
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L _{dn}	day-night average noise level
LEED	Leadership in Energy and Environmental Design
L _{eq}	equivalent energy noise level/ambient noise level
LOS	Level of Service
LST	localized significance thresholds
LUST	leaking underground storage tank
LUTP	Land Use/Transportation Policy
MBTA	Migratory Bird Treaty Act
MCE	Maximum Considered Earthquake
MEP	maximum extent practicable
Metro	Los Angeles County Metropolitan Transit Authority
mgd	million gallons per day
mi	miles
MS4	medium and large municipal separate storm sewer systems
msl	mean sea level
mm	millimeters
M _{max}	maximum moment magnitude
MTA	Metropolitan Transportation Authority
MWD	Metropolitan Water District
MWh	Mega-Watt hours
N ₂ O	nitrous oxide
NAAQS	National ambient air quality standards
NFRAP	No Further Remedial Action Planned Sites
NO ₂	nitrogen dioxide
NOP	Notice of Preparation
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
O ₃	Ozone
OAL	California Office of Administrative Law
OPR	Office of Planning and Research
Pb	lead
PEC	Potential environmental concern

PFC	perfluorocarbons
PGA	peak horizontal ground acceleration
PM	particulate matter
PM ₁₀	respirable particulate matter
PM _{2.5}	fine particulate matter
ppd	pounds per day
ppm	parts per million
PRC	Public Resources Code
PSI	pounds per square inch
PUC	Public Utilities Commission (also see CPUC)
PWS	Public water suppliers
RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation Recovery Act
RD	Reporting District
REC	Recognized Environmental Condition
ROG	Reactive Organic Gases
ROWD	Report of Waste Discharge
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCG	Southern California Gas Company
SCH	State Clearinghouse
SGVWC	San Gabriel Valley Water Company
sf	square feet
SF ₆	sulfur hexafluoride
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigation and Cleanup
SO ₂	sulfur dioxide
SO ₄	sulfates
SO _x	sulfur oxides
SOPA	Society of Professional Archeologist
SPT	Standard Penetration Test
SRA	source receptor area
SRRE	Source Reduction and Recycling Element
SWAT	Solid Waste Assessment Test
SWF/LF	Solid Waste Information System
SWFP	Solid Waste Facility Permit
SWMP	stormwater management plan

SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminants
TOD	Transit Oriented District
TPH	total petroleum hydrocarbons
TSD	Treatment, Storage, and Disposal
TSP	Transportation Specific Plan
ULSD	Ultra Low Sulfur Diesel
USEPA/ U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGBC	United States Green Building Council
USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	Volume-to-Capacity
VCP	Voluntary Cleanup Plan
VdB	Vibration decibels
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WMA	Watershed Management Area
WMUDS	Waste Management Unit Database System
WNWRP	Whittier Narrows Water Reclamation Plant
WSA	Water Supply Assessment
µg/m ³	micrograms per cubic meter

V. RESPONSES TO COMMENTS

The State CEQA Guidelines requires a lead agency to consider and keep on file comment letters submitted in response to an MND (CEQA Guidelines Section 15208). While CEQA does not mandate that written responses be provided for comments received on MNDs in the same manner as required for EIRs, responses to all of the comments received during the public review period for the Initial Study (IS)/Mitigated Negative Declaration (MND) and oral comments received during the community meeting held on December 9, 2015 are presented herein.

The IS/MND was published for public review from November 19, 2015 to December 21, 2015. In addition to the verbal comments raised during the community meeting, a total of five public comment letters were received on the MND. Consistent with Section 15064 of the State CEQA Guidelines, the following responses confirm that the comments submitted on the MND have not introduced substantial evidence that the project may have a significant effect on the environment.

Responses to Comments

The following responses have been provided to address the various sections of the IS/MND that were commented on during the community meeting. Topics raised at the community meeting include:

Aesthetics

- Building Height
- Shade and Shadow

Land Use/Planning

- Density
- Parking

Population/Housing

- Population
- Tenant Population

Public Services

- Police/Security

Transportation/Traffic

- Roadway Congestion
- Driveway Access

Utilities and Service Systems

- Water Supply

In addition to the verbal comments received at the community meeting, five written comments were received, which are provided following the responses to comments discussion. Each comment letter was reviewed and broken down to individual comments and responses. The comment letters have been identified and organized as follows:

Comment Letter 1 – Department of Transportation, District 7, Office of Regional Planning

Comment Letter 2 – Daisy Sámher

Comment Letter 3 – Francisco Arroyo

Comment Letter 4 - Rene Campos

Comment Letter 5 - Fulvia CiudadReal

RESPONSES TO COMMENTS FROM COMMUNITY MEETING

AESTHETICS

Building Height

Commenters voiced their concerns regarding the height of the Proposed Project in context to the existing surrounding land uses; mainly the single-family residences located to the east of the Project Site. Although the Proposed Project would be two to three stories higher than the existing commercial and residential properties surrounding the Project Site, as discussed in checklist question I (c), the proposed building's design will incorporate stepped massing and exterior design elements to tie into the existing single-story neighborhood character. The Project Site is located in a Mixed/Multi Use Zone, which allows for a building height of four-stories (50 feet). A portion of the Proposed Project, fronting Ranchito Street, would be three stories above grade (approximately 33 feet in height) and a portion of the Proposed Project, fronting Peck Road, would include four stories above grade (approximately 50 feet in height). As such, the Proposed Project does not exceed the City's height limit along major commercial corridors for the MMU zone. Additionally, the proposed four-story portion of the building is separated by approximately 119 feet from the northeastern property line by a landscaped courtyard and the three-story portion of the building is separated by approximately 34 feet from the southeastern property line by a fire access lane and landscaping. Design enhancements have also been added to the building and the site to address privacy issues for neighboring properties as well as for onsite residents. These enhanced elements include planting screen trees (fern pines which grow to a height of 40 feet) along the perimeter with residential properties, which will, in time, create a visual barrier between the existing homes and the properties. In addition, any windows from units on the third and fourth floors are horizontally configured to reduce sight lines to adjacent residential homes. Furthermore, the Proposed Project would be surrounded by a six-foot perimeter concrete block wall, creating a further barrier between existing homes and the Proposed Project.

Shade and Shadow

Comments were raised at the community meeting with respect to impacts resulting from the Proposed Project's shadow envelope on surrounding land uses. The Project will cast shadows on one backyard for one hour a day during fall and winter. The Proposed Project's shadow patterns for the summer solstice, spring and autumnal equinox and the winter solstice are shown in Figures II-1 through II-6, respectively, of the IS/MND. As discussed in checklist question I (d), the Proposed Project would cast a shadow on the property directly north of the Project Site at various times of the day during the spring and autumnal equinox and winter solstice; however, this property is occupied by a one-story commercial structure with asphalt parking and as such, does not include any shadow sensitive uses, such as routinely useable

outdoor spaces associated with residential, recreational, institutional or commercial land uses that have a reasonable expectations for direct sunlight. The Proposed Project's building would cast a shadow on the residential property that is immediately east of the southern portion of the Project Site between the hours of approximately 3 p.m. and 4 p.m. during the autumnal equinox and winter solstice. As shading would occur on only a small area of the western portion of this property's backyard for less than one hour during the winter months, shading impacts would be considered less than significant.

LAND USE AND PLANNING

Density

Commenters raised concerns that number of dwelling units proposed on the Project Site was higher than the density allowed for the Project Site. As discussed in checklist question X (b), the permitted density allowed on the Project Site is 1 dwelling unit per 1,244 square feet. The Project Site lot area is 44,706 square feet which yields an allowable density of 36 dwelling units. Under the Density Bonus Chapter (17.85) of the El Monte Municipal Code, projects are entitled to a maximum 35 percent density bonus if 20 percent of the units are set aside as affordable housing units. The Proposed Project includes the construction of a 49-unit affordable family housing development, with 25 units reserved for homeless veteran individuals and families and 23 units reserved for low income individuals and families, who earn at or below 50% of area median income. There will be one unrestricted unit reserved for a resident property manager. As such, the Proposed Project would be consistent with the General Plan land use densities of the adopted El Monte Municipal Code.

Parking

Commenters voiced their concerns regarding the amount of parking required on the Project Site. A summary of the proposed parking plan is provided in Table I-3 of the Project Description of the IS/MND. Pursuant to El Monte Municipal Code Section 17.45.050 and 17.45.050 Table A, a developer of senior housing and low income/very low income housing in the MMU Zone is required to provide only 0.5 spaces per dwelling unit. Additionally, 2.5 spaces would be required for the unrestricted unit that is reserved for the resident manager. Thus, the required parking for the Proposed Project pursuant to the Code is 27 parking spaces. Responding to community feedback, the Applicant has increased the number of parking spaces to 77. In addition to providing more parking than required by the El Monte Municipal Code, the operator has committed to and will be actively managing onsite parking through working with each tenant to manage the number of available parking spaces to each tenant for parking of operable vehicles through the lease or other enforceable agreement between the landlord and the tenant.

Other comments regarding the parking plan centered on security and the use of security cameras. Responses to these concerns are addressed below under police services.

POPULATION AND HOUSING

Population

During the community meeting, commenters noted that the Proposed Project would generate over 300 new residents. However, the approximate increase is estimated at 224 new residents. Both the City Zoning Code and General Plan permit such an increase. The projected number of new residents stated at the community meeting overestimates the projections provided in the MND, which were based on density rates as projected in the City of El Monte General Plan. Checklist question XIII (a) of the IS/MND analyzes the net increase in residents generated by the Proposed Project based on a generation rate of 4.57 residents per multi-family dwelling unit (*City of El Monte General Plan, Land Use Element, Table LU-1 General Plan Buildout Estimates, LU-10, 2011*). Based on the community's current household demographics (e.g., an average of 4.57 persons per multi-family household for the City of El Monte), the construction of 49 additional residential dwelling units would result in an increase in approximately 224 net permanent residents in the City of El Monte, which represents less than 1% of the growth forecasted by the Southern California Association of Government for housing and population growth between 2008 and 2035 for the City of El Monte.

Tenant Population

Concerns about the population that will reside in the proposed residential units, on the basis of their income, employment status, and perceived propensity for crime were raised during the community meeting. As analyzed in the IS/MND, the Proposed Project includes the construction of a 49-unit affordable family housing development. The Proposed Project will provide 25 units for homeless veteran individuals and families, who earn at or below 30% of area median income, and 23 units to low-income individuals and families, who earn at or below 50% of area median income. One unrestricted unit will be reserved for the resident manager.

The socio-economic status of the residents that will reside in the Proposed Project is not a CEQA issue. Any discriminatory concerns occasioned by a proposed development for affordable and supportive housing cannot lawfully influence the City's consideration of the Application. Certain objections to the development raised are related to perceptions about who the occupants of the proposed development will be, particularly persons with lower incomes. Further, basing land use decisions on such discriminatory concerns would amount to intentional discrimination, which is prohibited by State Law, as outlined below.

Under state law, local governments are required to consider and attempt to avoid any land use actions that would have a potential disparate impact, including increased segregation or disproportionate displacement unless there is a sufficiently compelling purpose and no feasible alternatives. (See, e.g., Cal. Gov't Code § 12955.8(b).) California law unequivocally prohibits any city or local government from "impos[ing] different requirements on a residential development or emergency shelter that is subsidized, financed, insured, or otherwise assisted by the federal or state government or by a local public entity... than those imposed on nonassisted developments." (Cal. Gov't Code § 65008(d)(1).) The law also prohibits a city or local government agency from imposing different requirements on residential developments or because the development is intended for occupancy by persons and families of very low, low, moderate, or middle income, or based on characteristics against which it is unlawful to discriminate, including race, national origin, and disability. (Cal. Gov't Code § 65008(d)(2).) California's Housing Accountability Act

(“HAA”) further restricts the denial or conditional approval of an affordable housing development in a manner that renders the development infeasible. (Cal. Gov’t. Code § 65589.5.)

Finally, the Fair Housing Act requires local governments that receive federal funds to certify that they will take affirmative steps to address discrimination and further integration. (42 USC 3608(e)(5).) The failure to affirmatively further fair housing can result in HUD suspending or withdrawing federal funding. (See, e.g., *US ex rel. Anti-Discrimination Center of Metro New York, Inc. v. Westchester County, NY*, 668 F. Supp. 2d 548, 569 (2009).) The City of El Monte certified in its 2015-2019 Consolidated Plan [hereinafter, “ConPlan”] that it will comply with its obligation to affirmatively further fair housing. The City will not be influenced by any past or future discriminatory opposition to the proposed development, and it will fully support and approve the development in keeping with its Housing Element, zoning code, and its duty to affirmatively further fair housing. The Proposed Project will develop housing for economically and otherwise vulnerable members of the community therefore helping the City address its stated goals in providing low-income and supportive housing.

PUBLIC SERVICES

Police

Several commenters raised questions with respect to the security features that would be provided on the Project Site. Specifically, the public asked if high definition security cameras would be used to monitor site activity and whether security cameras would be included within the underground parking garage. This Project was carefully reviewed by the City’s Police Department and all recommendations were incorporated into the Proposed Project. The Applicant confirmed at the hearing that high definition security cameras would be incorporated into the on-site security plan and that cameras would be located in the garage. As discussed in the IS/MND, checklist question XIV (a), Mitigation Measure XIV-3 requires that the Applicant to submit the architectural plans to the El Monte Police Department to ensure that the development adheres to the Police Department’s requirements. The plans would incorporate appropriate design features relative to security, semi-public and private spaces, which may include but not be limited to access control to the building, secured parking facilities, walls/fences with key access systems, and well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment. The Proposed Project shall incorporate the suggested measures requested by the Police Department prior to the issuance of a building permit.

TRANSPORTATION AND TRAFFIC

Concerns were raised during the community meeting regarding existing traffic congestion in the neighborhood and the amount of traffic that would be generated by the Proposed Project.

With respect to issues regarding existing vehicular and pedestrian circulation at nearby intersections near the project area, particularly relating to signal timing, the comments raised at the community meeting have been brought to the attention of the City and the City’s Engineering Department will be reviewing those intersections to determine if any improvements can be made. The current conditions of the three

study intersections at Peck Road and Lower Azusa Road, Peck Road and Ranchito Street, and Peck Road and Ramona Boulevard during a.m. and p.m. peak hours are further discussed below.

With respect to commenter's questions regarding the methodology used to determine the amount of vehicle trips generated by the Project, trip generation rates were based on the number and type of dwelling units proposed by the Project for the a.m. and p.m. peak hours. Based on standard trip generation rates for apartment units, the Proposed Project would generate **approximately 25 trips during the a.m. peak hours** (7:00 a.m. to 9:00 a.m.) and **30 trips during the p.m. peak hours** (4:00 p.m. to 6:00 p.m.).¹ This number of peak trips is not considered significant from an environmental perspective and they would not change the level of service at the three intersections. "Level of service" is described below but it is principally the calculation used to determine how well traffic flows through intersections. These trips were then analyzed to determine the directions from which traffic will access the Project Site.

These additional a.m. and p.m. peak hour trips generated by the Proposed Project, and the direction of these trips, were analyzed at three intersections to determine the Project's impacts on existing and future traffic during a.m. and p.m. peak hours. The three intersections identified in the traffic study include: (1) Peck Road and Lower Azusa Road; (2) Peck Road and Ranchito Street; and (3) Peck Road and Ramona Boulevard.

With respect to existing traffic conditions and future traffic conditions, the Project's impacts at these intersections were analyzed using the Level of Service ("LOS") methodology, which describes the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. The LOS method is calculated as the volume of vehicles that pass through the intersection divided by the capacity of that intersection. It is expressed as volume/capacity ("v/c.")²

Currently, during the a.m. peak hours, intersections 2 and 3 perform at a LOS of B or "Very Good Operation" and intersection 1 performs at a LOS of D or "Fair Operation." During the p.m. peak hours, intersection 2 performs at a LOS of B and intersections 1 and 3 perform at a LOS of D.

Under future conditions (year 2017), which accounts for future traffic growth without the Proposed Project, during the a.m. peak hours, intersections 2 and 3 perform at a Level of Service (LOS) of B and intersection 1 performs at a LOS of E or "Poor Operation." During the p.m. peak hours, intersection 2 performs at a LOS of B and intersections 1 and 3 perform at a LOS of E.

Under the existing conditions with the Proposed Project, and future conditions with the Proposed Project, during the weekday a.m. and p.m. peak hours the increase in vehicle trips generated by the Project represents an increase to the v/c of less than one percent at all three study intersections under both

¹ Trip rates were defined by the Institute of Transportation Engineers (ITE) publication *Trip Generation* (9th Edition). ITE Land Use Code 220 (Apartment) trip generation average rates were used to forecast the traffic volumes expected to be generated by the apartment component of the Proposed Project.

² The City of El Monte has established specific thresholds for project-related increases in the Intersection Capacity Utilization (ICU) values of signalized study intersections, which is consistent with the Los Angeles County Congestion Management Program (CMP).

scenarios and therefore would not create any adverse traffic impacts at these intersections. Additionally, under both of these scenarios, the additional trips generated by the Proposed Project would not change the LOS at any of the study intersections.

Level of Service Definitions

Level of Service	Definition
A	Excellent Operation
B	Very Good Operation
C	Good Operation
D	Fair Operation
E	Poor Operation
F	Forced Flow
<i>Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982</i>	

UTILITIES AND SERVICE SYSTEMS

Water Supply

One commenter asked whether the City has sufficient water supplies to serve the Project. Every project is required to have the local Water Company review plans and determine if it is capable of providing an adequate amount of water to service the project. This is accomplished with a “will serve” letter, which is given to the applicant from the San Gabriel Valley Water Company and confirms that sufficient water supplies are available. A will serve letter was obtained from San Gabriel Valley Water Company on July 11, 2014, which is the service provider for this Project, and confirms an adequate water supply for the Proposed Project (See Appendix I of the Final IS/MND). In addition, this project will be subject to the Water Efficiency Landscape Ordinance, which mandates the amount of water that can be used for landscaping on a site and confirms that the irrigation system is efficient. This ordinance was recently updated by the State to further reduce water consumption in landscaped areas. The Project Site is located within the service area of the San Gabriel Valley Water Company (SGVWC). As shown in Table II-21, Proposed Project Estimated Water Demand, the Proposed Project would generate a demand for approximately 9,555 gallons per day (gpd) of water. The water demand of the Proposed Project represents a fraction of one percent of the SCVWC’s available capacity and as such the Proposed Project is not expected to measurably reduce the SGVWC capacity. Additionally, the Proposed Project would be subject to the applicable sections of the City of El Monte Municipal Code Chapter 14.02 (Drought Response Conservation Plan), which establishes water management requirements necessary to conserve water, promote effective water supply planning, assure reasonable and beneficial water use, prevent the waste of water, and prevent the unreasonable use of water and unreasonable water use practices. Thus, with implementation of the Drought Response Conservation Plan, and the Mitigation Measures XVII-1 and XVII-2, the Proposed Project would have a less-than-significant impact upon the City’s regional water supply.

COMMENT LETTER No. 1

Dianna Watson, IGR/CEQA Branch Chief
Department of Transportation
District 7, Office of Regional Planning
IGR/CEQA Branch
100 Main Street, MS #16
Los Angeles, CA 90012-3606
December 3, 2015

Comment 1.1

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Palo Verde Apartments Project. The project is located at 4704 and 4716 North Peck Road, in the city of El Monte. The proposed project involves the demolition of the existing vacant structures on the site and the construction of a new 49- unit affordable housing development with 77 parking spaces. The building will have a height of 3 and 4 stories and a total of 95,440 square feet.

Response to Comment 1.1

This comment letter acknowledges that the California Department of Transportation (Caltrans) has received and reviewed the IS/MND for the Proposed Project. Caltrans accurately restates the Project Description with respect to the land use and size of the Proposed Project. No further response is required.

Comment 1.2

The nearest State facility to the proposed project is Interstate-60S. Caltrans does not expect project approval to result into a direct adverse impact to the existing State transportation facilities.

Response to Comment 1.2

This comment is consistent with the findings of the Traffic Study, which is provided in Appendix H of the IS/MND. No further response is required.

Comment 1.3

Storm water run-off is a sensitive issue for Los Angeles Counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

Response to Comment 1.3

With respect to storm water runoff, the Proposed Project would be required to prepare a Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan. Compliance with Mitigation Measures IX-1 and IX-2, as concluded in the IS/MND, would mitigate the effects of erosion and potential for sedimentation and other pollutants entering the stormwater system to a less than significant level.

Comment 1.4

As a reminder, any transporting of heavy construction equipment and/or materials which require the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

Response to Comment 1.4

In the event any oversized-transport vehicles are required during the construction of the Proposed Project, a Caltrans transportation permit will be applied for. A requirement to schedule heavy-duty truck trips outside of peak hours when possible will be incorporated as a project mitigation measure, as noted below:

XVI-3 Heavy-duty truck trips shall be scheduled outside of peak hours when possible during the construction process.

Comment 1.5

Please continue to keep us informed of this project and any future developments, which could potentially impact State Transportation Facilities. If you have any questions regarding these comments, please contact project coordinator Miya Edmonson, at (213) 897-6536 and refer to IGR/CEQA No 151141ME.

Response to Comment 1.5

Caltrans' concerns have been noted for the record and will be forwarded to the decision makers for their consideration. No further response is required.

COMMENT LETTER No. 2

Daisy Sámher

3344 Washington Avenue Apt. B

El Monte, 91731

December 9, 2015

[Comment card received at community meeting]

Comment 2.1

The idea of affordable housing is great. There are too many places & [sic] families that live in crowded housing. It would be great for the city to build this so people can find an affordable place. I would like to live in a place like in the proposition [sic].

Response to Comment 2.1

This comment letter has been noted for the record and will be forwarded to the decision makers for their consideration. No further response is required.

COMMENT LETTER NO. 3

Francisco Arroyo

3344 Washington Avenue, Apt B
 El Monte 91731
 December 9, 2015
 [Comment card received at community meeting]

Comment 3.1

I live near a home where although on the outside looks reasonable well maintained, three families each with at least two children each manage to share this living space... this story is not uncommon around here.

Response to Comment 3.1

This comment appears to be about overcrowding within the Proposed Project. The Project will abide by occupancy standards established by the U.S. Department of Housing and Urban Development (HUD) that are designed to prevent underutilization and overcrowding. Owners are given discretion in developing occupancy policies that meet the needs of the specific property. Owners must consider the size of the unit, the size of the bedrooms, and the number of bedrooms so long as their policy allows for family preferences. The applicable occupancy guidelines established by HUD are as follows:

Unit Size	Household Size - Occupancy Standard
1 BR	Min: 1 person Max: 3 people
2 BR	Min: 2 people Max: 5 people
3 BR	Min: 3 people Max: 7 people

The Proposed Project has an on-site resident manager who will enforce rules and requirements of living in the development, including contractual obligations stipulated in the tenant lease. Such rules that govern occupancy include prohibiting sublease and/or assignment of the lease or unit, and live-ins that are not authorized by the landlord. Furthermore, tenants must secure written approval from the on-site resident manager for overnight guests. Guest stays are limited to no more than three days per month and no more than fourteen cumulative days per calendar year.

COMMENT LETTER NO. 4

Rene Campos
 11639 Ranchito St
 El Monte, CA 91732
 December 12, 2015

Comment 4.1

To whom it may concern,

This project have [sic] brought us together, we the Ranchito st [sic] neighbors of proposed Palo Verde apartments are against it.

Response to Comment 4.1

The commenter is stating their opposition to the Proposed Project, which has been noted for the record.

Comment 4.2

My family and I enjoy every afternoon watching the sunset, but your four stories [sic] building is going to blocked [sic] this beautiful view.

Response to Comment 4.2

With respect to the proposed height of the development, refer to the response provided above, under the heading Building Height. The specific view from this location was not specified, however, no views of the mountains would be obstructed by the project. In addition, the City does not currently have view protection requirements and therefore no public view is protected from private property. Although the Proposed Project would impact existing views from adjacent residential properties, such view obstruction impacts are not considered significant unless such views are specifically protected by a viewshed protection ordinance. No viewshed protection ordinances exist for the project area. Therefore, impacts to private views are considered less than significant. Nevertheless, the commenters remarks about the proposed developments impact upon their private views have been noted for the record.

Comment 4.3

We live behind such future project and during February 22nd 2015 I went to the 1st meeting at El Monte public Library, the HCHC representatives show [sic] us the future plans, I was very concern [sic] because I didn't receive a letter before about this plan. I think it was very unfair that we didn't receive a notification, we were the next door neighbors.

Response to Comment 4.3

With respect to the commenter's concern regarding public outreach conducted for the Proposed Project, since June 2014 the Project Applicant, Hollywood Community Housing Corporation ("HCHC"), has held five community meetings at the Norwood Public Library to introduce the Proposed Project, solicit community feedback on the proposal, and introduce prospective neighbors to HCHC's mission and goals. The input and comments received from these community meetings were considered by the project proponent and were used to help refine the Development Project Proposal for final submission to the City. HCHC used a third party company to generate radius maps and mailing labels based on property ownership listings from the Los Angeles County Assessor's office.

Notice of the first community meeting on June 9, 2014 was mailed to property owners within a 300-foot radius of the Project Site. Three people were in attendance. Notice of the second meeting on September 30, 2014 was mailed to a larger radius (to property owners and occupants in a 500-foot radius). Thirteen people were in attendance. Further, HCHC held two separate meetings with local businesses on November 17 and November 19, 2014. Notices for those meetings were handed out to local businesses by HCHC staff in person. Six different people attended each of the meetings. HCHC held its fifth public community meeting on February 26, 2015 to share the Project's design revisions addressing County Fire comments and increased parking due to community concerns. Notices for this meeting were mailed to property owners and occupants in a 500-foot radius of the site. Approximately 20 people were in attendance.

City staff then held a community meeting on December 9, 2015 to conduct public review on the environmental document and to hear general input on the development. Notices were mailed to surrounding residents within 300' radius, to all those who had attended HCHC meetings, and to those who can contacted the City regarding the Project.

Comment 4.4

I [sic] not against a housing project, I am against what your corporation is doing in the corner when there are many empty lots in El Monte, our street is a single homes community. The tenants you are going to have in your building are people that stay home, they know they can't work a full time job because it's a requirement to be low income.

Response to Comment 4.4

With respect to the proposed height of the development, refer to the response provided above under the heading Building Height. With respect to the commenter's opinions regarding future residents of the Proposed Project, refer to the response provided above, under the heading Tenant Population.

Comment 4.5

Such families will also have a view of our homes from their windows and luxurious balconies.

Response to Comment 4.5

The Applicant's landscape plan includes planting screen trees (fern pines which grow to a height of 40 feet) along the perimeter with residential properties which will, in time, create a visual barrier between the existing homes and the properties. Figure I-14 and I-15 have been incorporated into this Final IS/MND to illustrate the landscape plan for the ground level and third floor, respectively. In addition, any windows from units on the third and fourth floors are horizontally configured to reduce sight lines to adjacent residential homes. Figure I-16, Diagrammatic Site Sections (which has been incorporated into this Final IS/MND), illustrate the landscape screening from balconies looking east towards the single-family home on Ranchito Street. As shown in Figure I-10, Exterior Elevations (North and East), the east facing walls of the Proposed Project do not include residential balconies. Furthermore, the Proposed Project would be

surrounded by a six-foot perimeter concrete block wall, creating a further barrier between existing homes and the Proposed Project. Lastly, as shown in Figure I-13, Massing Diagrams (which has been incorporated into this Final IS/MND), the proposed building is separated by approximately 119 feet from the northeastern property line by a landscaped courtyard and approximately 34 feet from the southeastern property line by a fire access lane and landscape screening.

Comment 4.6

I am really against GR and Welfare recipients next door to our home and bring down the value of a home we are so founded [sic] of. This project will bring are [sic] bring gangs and associated members of those families whom have little or no appreciation for the value of homes around it.

Response to Comment 4.6

With respect to the commenter's opinions regarding future residents of the Proposed Project, refer to the response provided above, under the heading Tenant Population.

Comment 4.7

We have enough problems with graffiti, traffic, water conservation as it is and have no need to increase vandalism and cut ourselves short on safety as our police department will have to deal with more issues since up-to 380 plus people could occupy such facility.

Response to Comment 4.7

With respect to concerns over graffiti, Mitigation Measure I-2 (Vandalism) ensures that graffiti shall be removed immediately upon discovery and safeguards the visual quality of the Project Site during the construction process.

With respect to traffic, refer to the response provided above, under the heading Transportation and Traffic. With respect to water conservation, refer to the response provided above, under the heading Water Supply. With respect to police services, refer to the response provided above, under the heading Police. Lastly, with respect to the number of residents generated by the Proposed Project, please refer to the response provided above, under the heading Population.

Comment 4.8

Your project is going to bring only problems with people with many cars on the street.

Response to Comment 4.8

With respect to parking and traffic impacts please see the responses provided above, under the headings Parking and Traffic and Transportation.

Comment 4.9

Please take your building somewhere else where it will have less impact on residents and will be less of an eye sore.

Sincerely hoping the consideration to us tax payers,

Rene Campos

Response to Comment 4.9

This comment letter has been noted for the record and will be forwarded to the decision makers for their consideration. No further response is required.

COMMENT LETTER NO. 5

Fulvia Ciudad-Real

11639 Ranchito St

El Monte, CA 91732

December 12, 2015

Comment 5.1

Good Afternoon,

This is a letter to oppose to the construction and development of the project propose [sic] by HCHC.

Response to Comment 5.1

The commenter is stating their opposition to the Proposed Project, which has been noted for the record.

Comment 5.2

It is such an eye sore to have such [sic] huge building in a residential corner where most homes are single family homes with one floor plan dwelling [sic]. It is also being propose [sic] to have a 49 unit capacity although the city only allows 36 max. That is a violation of the city allowance as is asking to have a density bonus for more affordable housing.

Response to Comment 5.2

With respect to the commenter's concerns regarding the density of the Proposed Project. refer to the response provided above, under the heading Density.

Comment 5.3

This building will directly affect the value of my home, create more vandalism around the neighborhood, decrease parking on the street since close to 380 residents could be accommodated on [sic] premises.

Response to Comment 5.3

With respect to concerns over vandalism, mitigation measure I-2 (Vandalism) ensures that graffiti shall be removed immediately upon discovery and safeguards the visual quality of the Project Site during the construction process.

With respect to off street parking, refer to the response provided above, under the heading Parking. Regarding the net increase in residents generated from the Proposed Project, refer to the response provided above, under the heading Population.

Comment 5.4

Having low income families in the neighborhood will increase crime and traffic as well as a type of crowd that will take resources out of our city such as more water in a time when we are trying to preserve what little we have.

Response to Comment 5.4

With respect to traffic, refer to the response provided above, under the heading Transportation and Traffic. With respect to water conservation, refer to the response provided above, under the heading Water Supply. With respect to police services, refer to the response provided above under the section Police. With respect to the commenter's opinions regarding future residents of the Proposed Project, refer to the response provided above, under the heading Tenant Population.

Comment 5.5

It will impact all of our natural resources and spike our rates to compensate for the low-income programs that will need to be provided by our city to such families. The safety of our homes will be jeopardize [sic] as families that are not home owners often times do not give proper value to the community. Low housing will only create a bigger deficit into our already hurting city. We need to bring businesses into that corner or condo's that will provide more an input of investors into our community not people that will take from the community. Town homes or business will invest in the present and future of the city.

Response to Comment 5.5

With respect to the commenter's opinions regarding future residents of the Proposed Project, refer to the response provided above, under the heading Tenant Population.

Comment 5.6

The project will create a huge impact on the traffic that is currently really bad at pick [sic] hours adding such units and so families will increase traffic at all hours of the day.

Response to Comment 5.6

With respect to traffic, refer to the response provided above, under the subheading Transportation and Traffic.

Comment 5.7

I am directly affected by this and wish the city to reconsider the fact that many families living and paying taxes to El Monte will be directly affected by building and bringing [sic] homeless and low-income families.

For your consideration I am deeply appreciative.

Response to Comment 5.7

This comment letter has been noted for the record and will be forwarded to the decision makers for their consideration. No further response is required.

COMMENT LETTER No. 1

PECK RD

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-0219
FAX: (213) 897-1337



*Serious drought
Help save water!*

December 3, 2015

Ms. Jennifer Davis
City of El Monte
El Monte City Hall
11333 Valley Blvd.
El Monte, CA 91731

Re: Palo Verde Apartments Project
Vic: LA-I 605
SCH# 2015111062
IGR# 151141ME-MND

Dear Ms. Davis:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Palo Verde Apartments Project.

1.1

The project is located at 4704 and 4716 North Peck Road, in the city of El Monte. The proposed project involves the demolition of the existing vacant structures on the site and the construction of a new 49-unit affordable housing development with 77 parking spaces. The building will have a height of 3 and 4 stories and a total of 95,440 square feet.

The nearest State facility to the proposed project is Interstate-605. Caltrans does not expect project approval to result into a direct adverse impact to the existing State transportation facilities.

1.2

Storm water run-off is a sensitive issue for Los Angeles Counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

1.3

As a reminder, any transporting of heavy construction equipment and/or materials which require the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

1.4

Ms. Davis
December 3, 2015
Page 2 of 2

Please continue to keep us informed of this project and any future developments, which could potentially impact State Transportation Facilities. If you have any questions regarding these comments, please contact project coordinator Miya Edmonson, at (213) 897-6536 and refer to IGR/CEQA No 151141ME.

1.5

Sincerely,



DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

COMMENT LETTER No. 2



City of El Monte
Planning Commission
Speaker Card

(7) ✓
Did not speak

Please complete this card and present it to staff before addressing the Planning Commission.

PUBLIC COMMENT: The Public Comment section provides an opportunity for citizens to address the Planning Commission on items listed on the agenda. The Planning Commission welcomes your comments under this section. Your item will be taken under consideration under this section.

MEETING DATE: 12/9/2015

CHECK ONE: I wish to speak during Public Comments I wish to speak on the Agenda item(s) # _____

Name: Daisy Sanchez Phone: (626) 478-9549

Address: 3344 Washington Ave Apt B City: El Monte Zip: 91731

Organization _____ Email: daisy_san_80500@yahoo.com

I do not wish to speak, but leave these comments for the City to consider: the idea of affordable housing is great. there are too many places & families that live in crowded ^{housing} places. It would be great for the city to build this so people could find an affordable place. I would like to live in a place like in the proposition

2.1

COMMENT LETTER No. 3



City of El Monte
Planning Commission
Speaker Card

(9) ✓
Did not speak

Please complete this card and present it to staff before addressing the Planning Commission.

PUBLIC COMMENT: The Public Comment section provides an opportunity for citizens to address the Planning Commission on items listed on the agenda. The Planning Commission welcomes your comments under this section. Your item will be taken under consideration under this section.

MEETING DATE: 12/9/2015

CHECK ONE: I wish to speak during Public Comments I wish to speak on the Agenda item(s) # _____

Name: Francisco Arroyo Phone: 626-421-3476

Address: 3344 Washington Ave. Apt. B City: El Monte Zip: 91731

Organization _____ Email: f.arroyo@promisenow.org

I do not wish to speak, but leave these comments for the City to consider: I live near a home where although on the outside looks reasonably well maintained, three families each with at least two children each manage to share the living space... this story is not uncommon around here.

3.1

COMMENT LETTER No. 4

From: RENE CAMPOS [mailto:rene_campos2002@yahoo.com] **Sent:** Saturday, December 12, 2015 3:16 PM **To:** Jennifer Davis **Subject:** Palo Verde Project by HCHC

Rene Campos
11639 Ranchito St
El Monte, CA 91732

To whom it may concern,

This project have brought us together, we the Ranchito st neighbors of proposed Palo Verde apartments are against it. My family and I enjoy every afternoon watching the sunset, but your four stories building is going to blocked this beautiful view. We live behind such future project and during February 22nd 2015 I went to the 1st meeting at El Monte public Library, the HCHC representatives show us the future plans, I was very concern because I didn't receive a letter before about this plan. I think it was very unfair that we didn't receive a notification, we were the next door neighbors. I not against a housing project, I am against what your corporation is doing in the corner when there are many empty lots in El Monte, our street is a single homes community. The tenants you are going to have in your building are people that stay home, they know they can't work a full time job because it's a requirement to be low income. Such families will also have a view of our homes from their windows and luxurious balconies. I am really against GR and Welfare recipients next door to our home and bring down the value of a home we are so founded of. This project will bring are bring gangs and associated members of those families whom have little or no appreciation for the value of homes around it. We have enough problems with graffiti, traffic, water conservation as it is and have no need to increase vandalism and cut ourselves short on safety as our police department will have to deal with more issues since up-to 380 plus people could occupy such facility. Your project is going to bring only problems with people with many cars on the street. Please take your building somewhere else where it will have less impact on residents and will be less of an eye sore.

Sincerely hoping the consideration to us tax payers,
Rene Campos

4.1
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4.9

COMMENT LETTER No. 5

From: Fulvia CiudadReal [<mailto:fcidadreal1969@gmail.com>] **Sent:** Saturday, December 12, 2015 2:38 PM **To:** Jennifer Davis **Subject:** Palo Verde

Fulvia Ciudad-Real
11639 Ranchito St
El Monte, CA 91732

Good Afternoon,

This is a letter to oppose to the construction and development of the project propose by HCHC. It is such an eye sore to have such huge building in a residential corner where most homes are single family homes with one floor plan dwelling. It is also being propose to have a 49 unit capacity although the city only allows 36 max. That is a violation of the city allowance as is asking to have a density bonus for more affordable housing. This building will directly affect the value of my home, create more vandalism around the neighborhood, decrease parking on the street since close to 380 residents could be accommodated on premises. Having low income families in the neighborhood will increase crime and traffic as well as a type of crowd that will take resources out of our city such as more water in a time when we are trying to preserve what little we have. It will impact all of our natural resources and spike our rates to compensate for the low income programs that will need to be provided by our city to such families. The safety of our homes will be jeopardize as families that are not home owners often times do not give proper value to the community. Low housing will only create a bigger deficit into our already hurting city. We need to bring businesses into that corner or condo's that will provide more an input of investors into our community not people that will take from the community. Town homes or business will invest in the present and future of the city. The project will create a huge impact on the traffic that is currently really bad at pick hours adding such units and so families will increase traffic at all hours of the day. I am directly affected by this and wish the city to reconsider the fact that many families living and paying taxes to El Monte will be directly affected by building and bringing homeless and low income families.

5.1
5.2
5.3
5.4
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5.6
5.7

For your consideration I am deeply appreciative.
Sincerely,

--
Fulvia Ciudad-Real
BII LAUSD
(213)739-6500
Young Oak Kim Academy
615 Shatto Pl
Los Angeles, CA 90005!

MITIGATION MONITORING PROGRAM

A. INTRODUCTION

This section complies with the mitigation monitoring program (MMP) requirements of Public Resources Code Section 21081.6. Specifically, Section 15097 of the State CEQA Guidelines states:

“In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.”

B. ENFORCEMENT

This MMP is designed to monitor the implementation of all mitigation measures, which have been adopted for the proposed Palo Verde Apartments Project. As shown in the following pages, each required mitigation measure for the Project is listed and categorized by impact area, with accompanying discussion of:

- Enforcement/Monitoring Agency – the agency with the power to enforce the mitigation measure and the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.
- Monitoring Phase – the phase of the Project during which the mitigation measure shall be monitored.
 - Pre-Construction, including the design phase
 - Construction
 - Pre-Operation
 - Operation (Post-construction)
- Monitoring Frequency – the frequency of which the mitigation measure shall be monitored.
- Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required mitigation measure has been implemented.

The MMP for the Palo Verde Apartments Project will be in place throughout all phases of the Project. The City’s existing planning, engineering, review, and inspection processes will be used as the basic

foundation for the MMP procedures and will also serve to provide the documentation for the reporting program.

The substance and timing of each certification report that is submitted to the City shall be at the discretion of City. Generally, each report will be submitted to the City in a timely manner following completion/implementation of the applicable mitigation measure and shall include sufficient information to reasonably determine whether the intent of the measure has been satisfied. The City, in conjunction with the project applicant, shall assure that project construction occurs in accordance with the MMP. The South Coast Air Quality Management District shall be responsible for the implementation of corrective actions relative to violations of SCAQMD rules associated with mitigation. Departments listed below are all departments of the City of El Monte unless otherwise noted.

C. PROGRAM MODIFICATION

After review and approval by the lead agency, minor changes to the MMP are permitted but can only be made by the City. No deviations from this program shall be permitted unless the MMP continues to satisfy the requirements of Section 21081.6 of the California Environmental Quality Act (CEQA), as determined by the Lead Agency.

D. MITIGATION MONITORING PROGRAM

The organization of the MMP follows the subsection formatting style as presented within the IS/MND Addendum. Subsections of all of the environmental chapters presented in the IS/MND Addendum are provided below. For environmental issue areas where no mitigation measures were required, the MMP is noted accordingly.

Impacts Determined To Be Less Than Significant

I. Aesthetics

I-1 Aesthetics (Landscape Plan). All open areas not used for buildings, driveways, parking areas, recreational facilities or sidewalks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

Enforcement/Monitoring Agency: Planning Division (Landscape Technician)

Monitoring Phase: Pre-Operation

Monitoring Frequency: At plan check, until all landscape elements are installed

Action Indicating Compliance: Issuance of certificate of occupancy

I-2 Aesthetics (Vandalism). Construction equipment, debris, and stockpiled equipment shall be enclosed within a fenced or visually screened area to effectively block the line of sight from the ground level of neighboring properties. Such barricades or enclosures shall be maintained in

appearance throughout the construction period. Graffiti shall be removed immediately upon discovery.

Enforcement/Monitoring Agency: Building Division

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: None – ongoing construction compliance required

I-3 Aesthetics (Light). Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

Enforcement/Monitoring Agency: Planning Division

Monitoring Phase: Pre-Operation

Monitoring Frequency: As needed for compliance with plans

Action Indicating Compliance: Issuance of certificate of occupancy

I-4 Aesthetics (Glare). The exterior of the proposed structure shall be constructed of materials to minimize glare and reflected heat, such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces.

Enforcement/Monitoring Agency: Building Division

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

II. Agricultural Resources

No potentially significant environmental impacts were identified for this issue area. Therefore, no mitigation measures are necessary.

III. Air Quality

III-1 All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAPMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent

Enforcement/Monitoring Agency: South Coast Air Quality Management District

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: None – ongoing construction compliance required

III-2 All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.

Enforcement/Monitoring Agency: South Coast Air Quality Management District

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: None – ongoing construction compliance required

III-3 All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.

Enforcement/Monitoring Agency: South Coast Air Quality Management District

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: None – ongoing construction compliance required

III-4 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. This includes turning equipment off if they are anticipated to idle for five minutes or longer.

Enforcement/Monitoring Agency: South Coast Air Quality Management District

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: None – ongoing construction compliance required

IV. Biological Resources

IV-1 Surveys and Inspections Incidental to Development. Any applicant requiring a demolition or grading permit issued by the Building and Safety Department shall require a tree survey plan and an Arborist's report.

Any applicant for a discretionary land use approval (e.g., conditional use permit, variance, design review and the like) issued by the Planning Commission who desire to remove one or more Protected Trees located upon any property in the City in connection with any residential or commercial development to be authorized under the land use approval shall include in their application the following:

1. A tree survey plan: Identifies all Protected Trees located upon the property and identifies those Protected Trees that are proposed to be removed or that may be affected by the proposed development. The plan shall specify the precise location of the trunk and driplines and size, health and species of all existing Protected Trees.

2. Arborist's report: The applicant shall also provide a report by a certified arborist. The report, based on the findings of the tree survey plan and other necessary information, shall be used to determine the health of existing trees, the effects of the proposed development upon the Protected Trees and recommendations for any special precautions necessary for the preservation of the Protected Trees. The report shall also identify which Protected Trees are proposed for removal.

Enforcement/Monitoring Agency: Planning Division (Landscape Technician)

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at plan check

Action Indicating Compliance: Plan approval and issuance of applicable building permit

IV-2 Protection of Protected Trees During Construction. Except with Protected Trees whose removal is authorized, all persons shall undertake the following prior to the commencement of any construction or demolition activities and until the issuance of a certificate of occupancy or a temporary certificate of occupancy:

1. Install a sturdy fence at the perimeter of the protected zone of a Protected Tree;
2. Prohibit excavation, grading, drainage and leveling within the protected zone of a Protected Tree;
3. Prohibit the storage or disposal of oil, gasoline, chemicals or other harmful materials within the protected zone or in drainage channels, swales or other areas that may lead to the protected zone;
4. Refrain from any of the unlawful activities set forth under Section 14.03.030 of Urgency Ordinance No. 2791, Tree Protection and Preservation Ordinance;
5. Design utility services and irrigation lines to be located outside of the protected zone of a Protected Tree to the extent feasible; and
6. Notify the Landscape Technician of any serious harm, destruction or other damage that befall a Protected Tree during construction or demolition activities and in no event shall the applicant undertake the removal of any Protected Tree not otherwise slated for removal unless and until the Landscape Technician has been given the opportunity to inspect the subject tree, evaluate its prospects for survival and issue a written determination as to whether the tree should be allowed to remain or be removed pursuant to an After-the-fact issued permit.

Enforcement/Monitoring Agency: Planning Division (Landscape Technician)

Monitoring Phase: Pre-construction, Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of certificate of occupancy

IV-3 Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas). Project activities (including disturbances to native and non-native vegetation, structures and substrates) shall take

place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid a taking of species (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall arrange for pre-construction bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.

If any protected native birds are found to be present on-site, the Applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

Enforcement/Monitoring Agency: Building Division

Monitoring Phase: Pre-construction, Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: None – ongoing construction compliance required

V. Cultural Resources

V-1 Cultural Resources (Archaeological). The project Applicant shall provide site access to a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrielino Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and shall be provided access on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor shall complete monitoring logs on a daily basis. The logs shall provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Monitor shall photo-document the ground disturbing activities. Monitoring logs shall be submitted to the City of El Monte Planning Department upon completion of the survey period. The monitors must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitors will be required to provide insurance certificates, including liability insurance, to the an archaeological resource(s) are encountered during grading and excavation activities, pertinent provisions outlined in the California Environmental Quality Act,

California Public Resources Code Division 13, Section 21083.2 (a) through (k) shall apply. The on-site monitoring shall end when the project site grading and excavation activities are completed.

Enforcement/Monitoring Agency: Planning Division

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: None – ongoing construction compliance required

V-2 Cultural Resources (Paleontological). 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 Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report to the satisfaction of the Planning 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 will comply with this Mitigation Measure.

Enforcement/Monitoring Agency: Planning Division

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: None – ongoing construction compliance required

V-3 Cultural Resources (Human Remains). In the event that human remains are discovered during excavation activities, the contractors shall stop immediately and contact the County Coroner at 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays). The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or; if the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission. 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 will comply with this Mitigation Measure.

Enforcement/Monitoring Agency: Planning Division

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: None – ongoing construction compliance required

VI. Geology and Soils

VI-1 Seismic The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Building Division of the Public Works Department of the City of El Monte. This measure is not considered deferral of mitigation because it establishes a performance standard that must be implemented.

Enforcement/Monitoring Agency: Building Division

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of applicable building permit

VI-2 Geotechnical Report. The Project shall comply with the conditions contained within the Building Division of the Public Works Department of the City of El Monte and the Geotechnical Investigation for the Proposed Project, as it may be subsequently amended or modified. This measure is not considered deferral of mitigation because it establishes a performance standard that must be implemented.

Enforcement/Monitoring Agency: Building Division

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of applicable building permit

VII. Greenhouse Gas Emissions

No potentially significant environmental impacts were identified for this issue area. Therefore, no mitigation measures are necessary.

VIII. Hazards and Hazardous Materials

VIII-1 (Hazards) Asbestos Containing Materials (ACMs) that are found to be present shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations. Standard handling and disposal practices of Lead Based Paint (LBP) shall be implemented pursuant to OSHA regulations.

Enforcement/Monitoring Agency: South Coast Air Quality Management District

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: None – ongoing construction compliance required

IX. Hydrology and Water Quality

X-1 Stormwater Pollution Prevention Plan. Before the City issues a grading permit, the developer shall prepare a Stormwater Pollution Prevention Plan for the site for review and approval by the Public Works Director, or designee. The SWPPP must fully comply with RWQCB requirements and contain specific BMPs to be implemented during project construction to reduce erosion and sedimentation to the maximum extent practicable. This measure is not considered deferral of mitigation because it establishes a performance standard that must be implemented.

Enforcement/Monitoring Agency: Department of Public Works (Engineering)

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

IX-2 Standard Urban Stormwater Mitigation Plan. Prior to issuance of a grading permit, the Project shall comply with the Standard Urban Stormwater Mitigation Plan (SUSMP). The appropriate design and application of Best Management Practices (BMP) devices and facilities shall be determined by the Department of Public works. This measure is not considered deferral of mitigation because it establishes a performance standard that must be implemented.

Enforcement/Monitoring Agency: Department of Public Works (Engineering)

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

X. Land Use and Planning

No potentially significant environmental impacts were identified for this issue area. Therefore, no mitigation measures are necessary.

XI. Mineral Resources

No potentially significant environmental impacts were identified for this issue area. Therefore, no mitigation measures are necessary.

XII. Noise

XII-1 The project shall comply with the City of El Monte Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 9:00 a.m. to 5:00 pm on Saturday. No construction shall be permitted on Sundays or Federal Holidays.

Enforcement/Monitoring Agency: Building Division

Monitoring Phase: Construction

Monitoring Frequency: Ongoing

Action Indicating Compliance: None – ongoing construction compliance required

XII-2 Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

Enforcement/Monitoring Agency: Building Division

Monitoring Phase: Construction

Monitoring Frequency: Ongoing

Action Indicating Compliance: None – ongoing construction compliance required

XII-3 The Project Applicant shall post a construction site notice on-site that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

Enforcement/Monitoring Agency: Building Division

Monitoring Phase: Construction

Monitoring Frequency: Ongoing

Action Indicating Compliance: None – ongoing construction compliance required

XII-4 The Project Contractor shall erect a noise insulating barrier such as, but not limited to, plywood structures or flexible sound control curtains extending six feet in height around the perimeter of active construction areas adjacent to residential properties to minimize the amount of noise during construction on the nearby noise-sensitive uses.

Enforcement/Monitoring Agency: Building Division

Monitoring Phase: Construction

Monitoring Frequency: Ongoing

Action Indicating Compliance: None – ongoing construction compliance required

XIII. Population and Housing

No potentially significant environmental impacts were identified for this issue area. Therefore, no mitigation measures are necessary.

XIV. Public Services

XIV-1 Public Services (Fire) The Applicant shall submit the architectural plans to the Los Angeles County Fire Department to ensure that the development adheres to all applicable code and ordinance requirements for construction, emergency access, water main, fire flows and fire hydrants. The Proposed Project shall incorporate the required measures indicated by the Los Angeles County Fire Department prior to the issuance of a building permit.

Enforcement/Monitoring Agency: Los Angeles County Fire Department

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once at plan check

Action Indicating Compliance: Issuance of building permits

XIV-2 Public Services (Police – Demolition/Construction Sites). Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

Enforcement/Monitoring Agency: El Monte Police Department /Building Division

Monitoring Phase: Pre-Construction

Monitoring Frequency: Ongoing

Action Indicating Compliance: None – ongoing compliance required

XIV-3 Public Services (Police). The Applicant shall submit the architectural plans to the El Monte Police Department to ensure that the development adheres to the EMPD requirements. The plans shall incorporate the appropriate design features relative to security, semi-public and private spaces, which may include but not be limited to access control to the building, secured parking facilities, walls/fences with key access systems, and well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment. The Proposed Project shall incorporate the suggested measures requested by the Police Department prior to the issuance of a building permit.

Enforcement/Monitoring Agency: El Monte Police Department /Building Division

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once at plan check

Action Indicating Compliance: Issuance of building permits

XIV-4 Public Services (Schools). The applicant shall pay school fees to the City of El Monte School District and El Monte Union High School District to offset the impact of additional student enrollment at schools serving the project area.

Enforcement/Monitoring Agency: City of El Monte School District and El Monte Union High School District

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once at plan check

Action Indicating Compliance: Issuance of Certificate of Occupancy

XV. Recreation

No potentially significant environmental impacts were identified for this issue area. Therefore, no mitigation measures are necessary.

XVI. Transportation

XVI-1 Transportation (Safety Hazards). The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety. The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the City of El Monte for approval.

Enforcement/Monitoring Agency: Building Division (Engineering)

Monitoring Phase: Pre Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

XVI-2 Traffic Management. To mitigate potential temporary traffic impacts of any necessary lane and/or sidewalk closures during the construction period, the Applicant shall, prior to construction, develop a Construction Traffic Control/Management Plan to be approved by the City of El Monte to minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular and pedestrian circulation in the area of the Project. The Plan shall include temporary roadway striping and signage for traffic flow as necessary, as well as the identification and signage of alternative pedestrian routes in the immediate vicinity of the Project.

Enforcement/Monitoring Agency: Transportation Division

Monitoring Phase: Pre Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

XVI-3 Heavy-duty truck trips shall be scheduled outside of peak hours when possible during the construction process.

Enforcement/Monitoring Agency: Building Division (Engineering)

Monitoring Phase: Construction

Monitoring Frequency: Ongoing

Action Indicating Compliance: None – ongoing compliance required

XVII. Utilities

XVII-1 Utilities (Local Water Supplies - Landscaping). The Project shall include water conservation measures in landscape, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

The Project's landscape plan shall incorporate the following features:

- Weather-based irrigation controller with rain shutoff
- Matched precipitation (flow) rates for sprinkler heads
- Drip/microspray/subsurface irrigation where appropriate
- Minimum irrigation system distribution uniformity of 75 percent
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- Use of landscape contouring to minimize precipitation runoff.

A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 square feet and greater.

Enforcement/Monitoring Agency: Planning Division (Landscape Technician)

Monitoring Phase: Pre Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

XVII-2 Utilities (Local Water Supplies - All New Construction). The Applicant shall install the following water conservation fixtures in the Project:

- High-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Restroom faucets shall have a maximum flow rate of 1.5 gallons per minute.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- No more than one showerhead shall be allowed per shower stall, having a flow rate no greater than 2.0 gallons per minute.

- Install and utilize only Energy Star-rated high-efficiency clothes washers (water factor of 6.0 or less) in the project. If such appliances are to be furnished by the tenants, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.

Enforcement/Monitoring Agency: Building Division

Monitoring Phase: Pre Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

XVII-4 Utilities (Construction/Demolition Solid Waste Recycling). Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the City of El Monte. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

Enforcement/Monitoring Agency: Building Division

Monitoring Phase: Pre Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

XVII-5 Utilities (Operational Solid Waste Recycling). Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.

Enforcement/Monitoring Agency: Building Division

Monitoring Phase: Operation

Monitoring Frequency: Ongoing

Action Indicating Compliance: None – ongoing compliance during operation required