



Paseo Santa Fe Project

Initial Study-Mitigated Negative Declaration

prepared by

City of El Monte

11333 Valley Boulevard

El Monte, California 91731

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prepared with the assistance of

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November 2023

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Initial Study

1. Project Title

Paseo Santa Fe Project

2. Lead Agency Name and Address

City of El Monte, Planning Division

City Hall West

11333 Valley Boulevard

El Monte, California 91731

3. Contact Person and Phone Number

Nancy Lee, Senior Planner

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4. Project Sponsor's Name and Address

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City of El Monte Public Park and Paseo

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5. Project Location

The Paseo Santa Fe Project (hereafter referred to as “proposed project” or “project”) is located at 3700 Monterey Avenue in the City of El Monte, California. The project site is comprised of 13 parcels with a total area of approximately 212,030 square feet, or 4.95 acres. The project site includes King Court, Court Adair, Assessor Parcel Numbers (APNs) 8575-017-909, 8575-019-907, 8575-019-908, 8575-019-910 through -914, 8575-021-932, 8575-021-934, 8575-021-936, 8575-022-922, and 8575-022-925 and portions of El Monte Avenue, Railroad Street, and Monterey Avenue.

Regional vehicular access to the project site is provided by Interstate 10 (I-10), Interstate 605 (I-605) and State Route 164 (SR-164). The project site is locally accessible by Valley Boulevard, Monterey Avenue, and Railroad Street. Regional mass transit service is provided by Metrolink, with the closest train stop being the El Monte Metrolink Station on Railroad Street, just northeast of the project site. Figure 1 shows the location of the project site in the region and Figure 2 depicts the location of the site in its neighborhood context.

6. Description of Project Site

The project site is currently comprised of 13 fenced-off vacant parcels, consisting of concrete, gravel, dirt, and vegetation, and a parking lot utilized for new car storage that is enclosed by a chain-link fence. The project site also includes existing public streets comprised of King Court, Court Adair and portions of Monterey Avenue, Railroad Street, and El Monte Avenue. As shown in Figure 2, there are no existing buildings that are in the boundaries of the project site; however, the southwestern project boundaries surround an existing multi-family residence. The site is traversed by Monterey Avenue, Railroad Street, and El Monte Avenue, which currently provide access to the multi-family residence and fenced-off lots.

The site is generally flat, with elevations ranging from 284 to 293 feet above mean sea level (amsl). According to the Phase I Environmental Site Assessment (ESA) prepared for the project, the site was first developed in the early 1900s for residential and industrial uses, and later commercial uses. Between the 1940s and 2012, the residential houses, storage sheds, and auto storage buildings were demolished. A warehouse and commercial building were demolished in 2017. The project site has been vacant since 2017.

7. General Plan Designation

The project site has a General Plan land use designation of Downtown Core, which permits a 0 to 80 dwelling units per acre, and a 3.0 nonresidential Floor Area Ratio (FAR) or an FAR determined per the applicable Specific Plan (El Monte 2011). The project site is located within the Downtown Main Street Transit-Oriented District Specific Plan & Master Plan (hereafter referred to as “Downtown Specific Plan”).

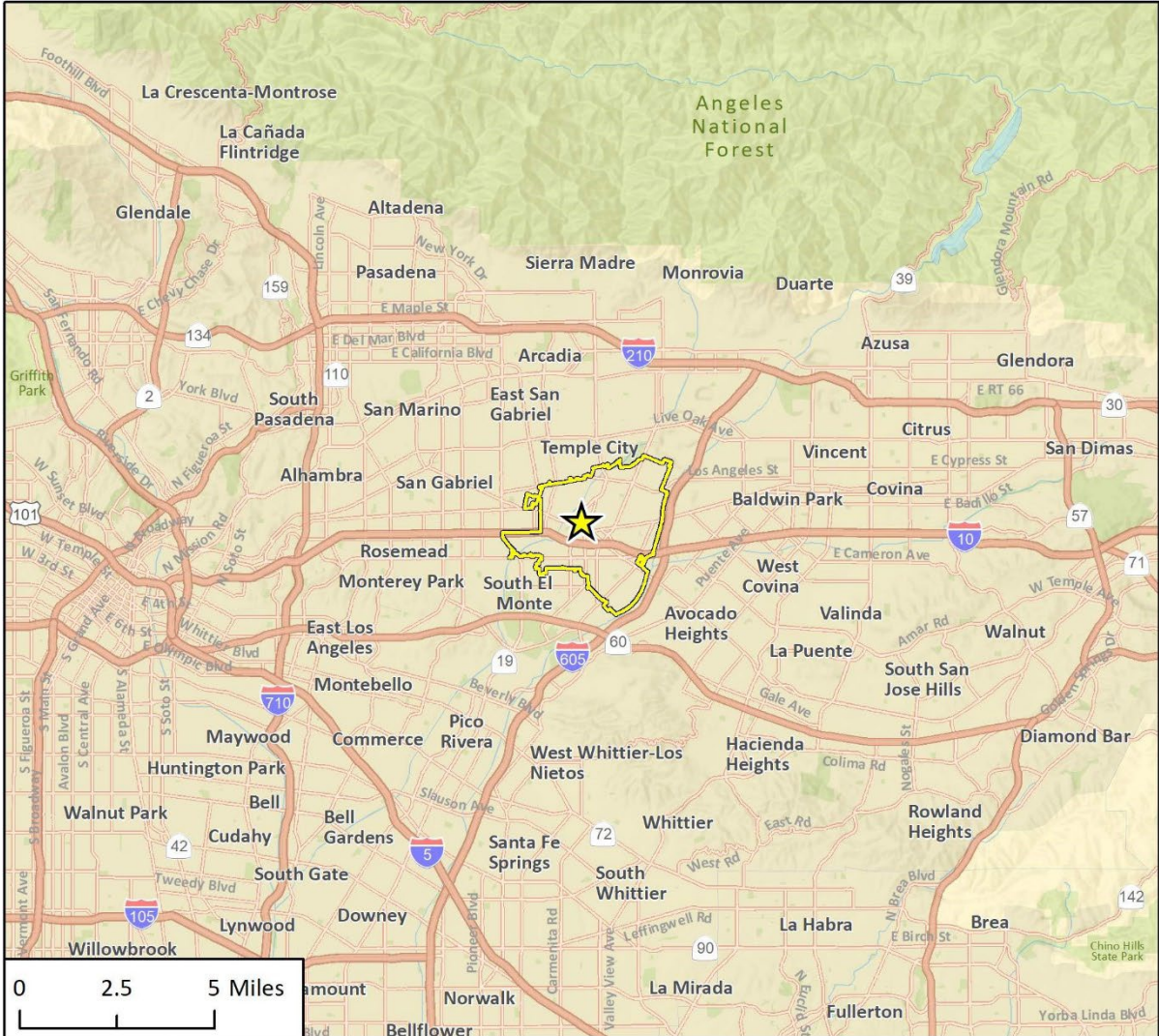
8. Zoning

The site is zoned SP-4 for the Downtown Specific Plan. According to the Downtown Specific Plan, the western portion of the project site is identified as within the Monte Vista Sub-Area and the remaining portion of the site is within the Station Sub-Area (El Monte 2017a).



9. Surrounding Land Uses and Setting

The project site is in an urban area and is surrounded by commercial, residential, and industrial uses. The project site is surrounded by the Metrolink San Bernardino Rail Line and Union Pacific train tracks to the north, with commercial light industrial uses north of the train tracks, and the Nativity Catholic School and Church and residences approximately 400 feet further north of the site; the El Monte Metrolink Station, El Monte Trolley Station, and El Monte Avenue to the east, with commercial and residential uses further east across El Monte Avenue; Valley Boulevard to the south, with commercial uses further south across Valley Boulevard; an existing multi-family residence adjacent to the southwest portion of the site; and commercial uses to the west, with Santa Anita Avenue and the Rio Hondo tributary approximately 900 feet further west of the site.

Figure 1 Regional Location



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-  Project Location
-  City of El Monte Boundary

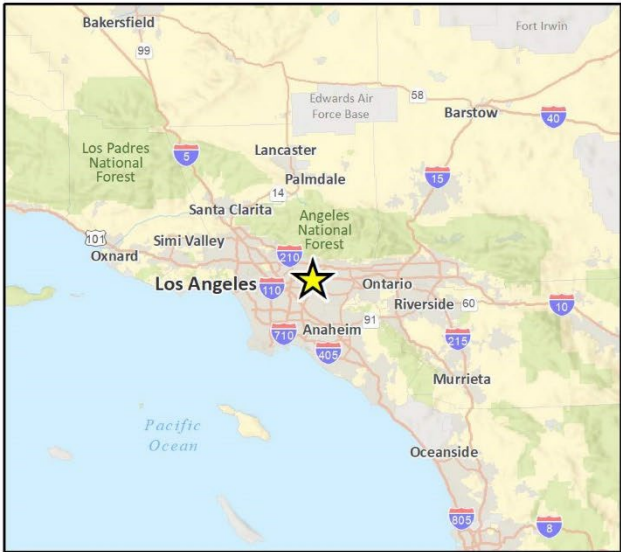
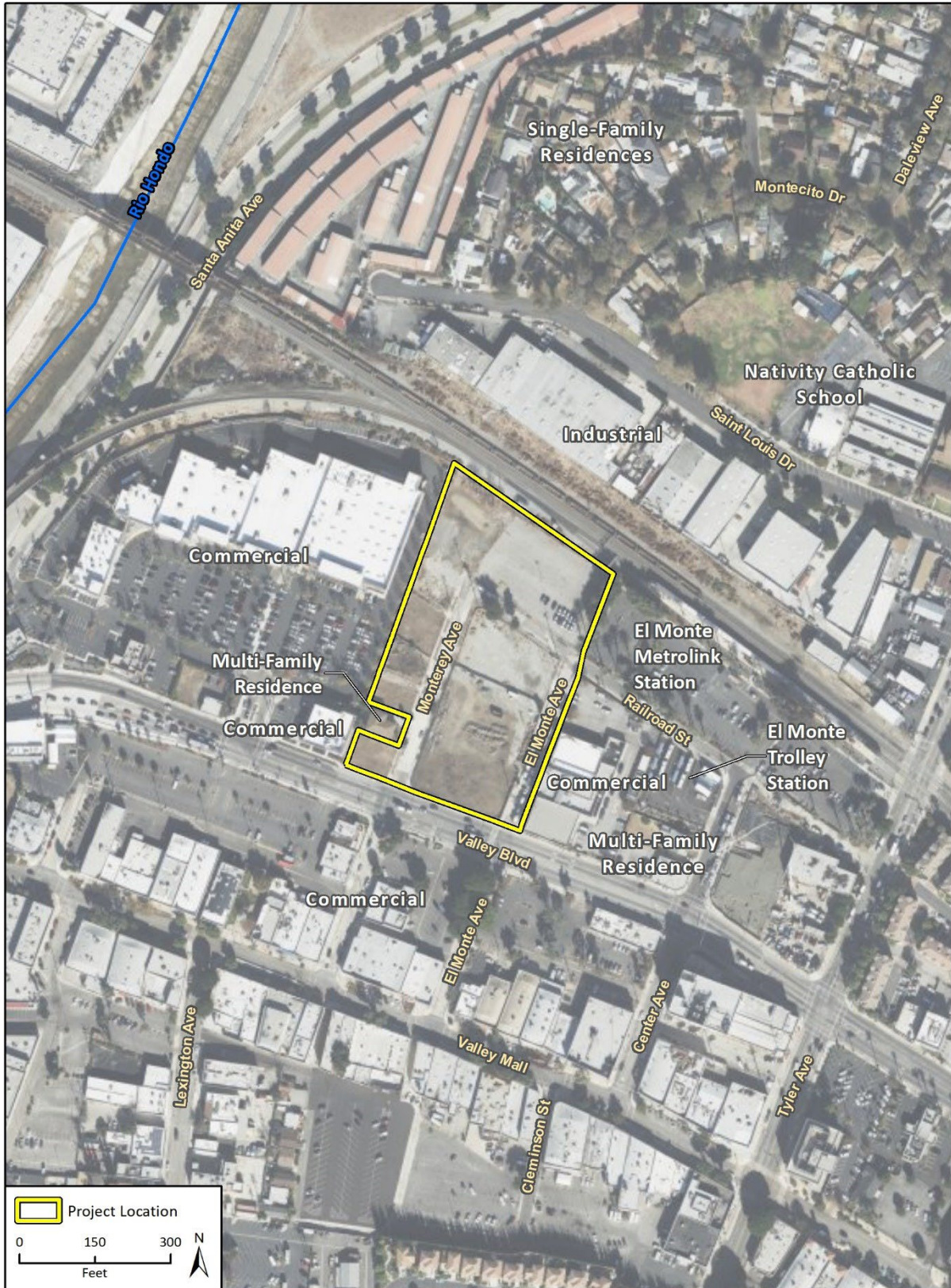


Fig. 1 Regional Location

Figure 2 Project Location



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Additional data provided by National Hydrography Dataset, 2022.

10. Description of Project

The project involves the development of 18 three-story, 40-foot-tall, multi-family residential buildings, totaling 87 condominium townhome units, and associated private driveways. The condominium townhomes units would have three to four bedrooms, and two to three bathrooms (unit size ranges between approximately 1,387 gross square feet (sf) and 1,837 sf) and would include a two-car garage (approximately 456 sf to 565 sf). Some condominium townhouse units would include flex space, a porch, and/or a deck. A minimum of 200 sf of private and common open space is proposed per unit. Refer to Figure 3 for the project site plan.

In addition, the project involves construction of 0.79-acre city park that would be accessed via Monterey Avenue. As shown in Figure 4, the park would provide two playgrounds, swings, benches, picnic tables, shade structures, restrooms, an art sculpture, and landscaping for residents and the community, and four public parking spaces. There would also be two American Disability Act (ADA) van accessible parking spaces for guests. The park development also includes APN No. 8575-022-922 (at 6,825 sf), which will be programmed in the future. To accommodate the proposed development, King Court and Court Adair will be completely abandoned, with portions of Monterey Avenue and El Monte Avenue to be abandoned. A portion of Railroad Street to the west of El Monte Avenue will be vacated.

The project would include a total of 201 parking spaces (174 garage and 27 guest spaces, including four spaces for the park and two ADA van accessible spaces). The project would have a total building area of approximately 141,887 sf. Based on the project's consistency with California Residential Code townhouse with no R2 (overlapping) conditions and the Cal Green Energy Code Chapter 4, 4.106.4.1, each garage would be required to install a listed raceway to accommodate a dedicated 308/240-volt branch circuit to be electric vehicle (EV) ready. The project would also provide 87 heating, ventilation, and air conditioning (HVAC) units, which would be screened from public view with landscaping. See Table 1 for a summary of project characteristics.

The project would be designed to be a transit and pedestrian-oriented development, promoting access to nearby transit and retail/commercial uses, that is consistent with the vision of the Downtown Specific Plan.

In addition to incorporating an internal roadway network, the project would modify Monterey Avenue and shorten its length to provide area for the proposed city park. Upon implementation of the city park, the modified portion of Monterey Avenue would remain to provide access to the existing multi-family residence at the southwestern portion of the site. The project includes vacating the westerly 25-foot width of El Monte Avenue within the tract boundary, which would become part of the area developed. In addition, utilities for the existing AT&T building located east of the project site across El Monte Avenue, would be relocated. The easterly 15-foot width of El Monte Avenue would remain public right-of-way abutting the easterly boundary of the project site. As an offsite improvement, the use of this roadway would be closed to vehicular traffic and converted to a pedestrian walkway that is shown in Figure 5 as the El Monte Paseo. The 6,220-sf walkway would provide a pedestrian link from Valley Boulevard to the El Monte Metrolink Station and El Monte Trolley Station. The paseo would include entry pilasters, trellises, landscaping/ hardscape, decorative pots, benches, a drinking fountain and filling station, an art plinth, and bicycle racks with a bike repair station at the north end. Vehicle access to the project site would be provided via Valley Boulevard and Railroad Street, which would connect to the project's internal roadway network.

Table 1 Project Summary

Buildings			
Total Housing Structures	18		
Total Housing Units	87		
Gross Building Area	Approximately 163,654 sf		
Unit Type	Bedroom (bd)/Bathroom (ba) Count	Gross sf/unit	Total Number of Units
P1A	3 bd/ 3 ba	1,387	2
P1	3 bd/ 2 ba/ flex	1,565	22
P2	3 bd/ 3 ba	1,698	40
P3	4 bd/ 3 ba	1,837	23
Density			
Monte Vista Subarea	24.2 du/ac		
Station Subarea	22.8 du/ac		
Floor Area Ratio			
Monte Vista Subarea	1.23		
Station Subarea	1.28		
Building Heights			
Maximum Height	40'-0" (three-story)		
Minimum Building Setbacks			
Monte Vista Subarea	5'-0" (Street); 5'-0" (Side); 10'-0" (rear)		
Station Subarea	5'-0" min. – 10'-0" max. (Street); 0'-0" (Side); 0'-0" (rear)		
Parking			
Garage Spaces	174 spaces (2-car garage per unit)		
Residential Guest Spaces	27 spaces		
City Park Visitor Spaces	4 spaces		
Total Parking	201 spaces		
Landscaping, Open Space, and Other Uses			
Common Open Space	3,480 sf (minimum)		
Private Open Space	5,220 sf (minimum)		
Private Open Space per unit	60 sf (minimum)		
du/acre = dwelling unit per acre			
sf = square feet			

Figure 3 Conceptual Site Plan

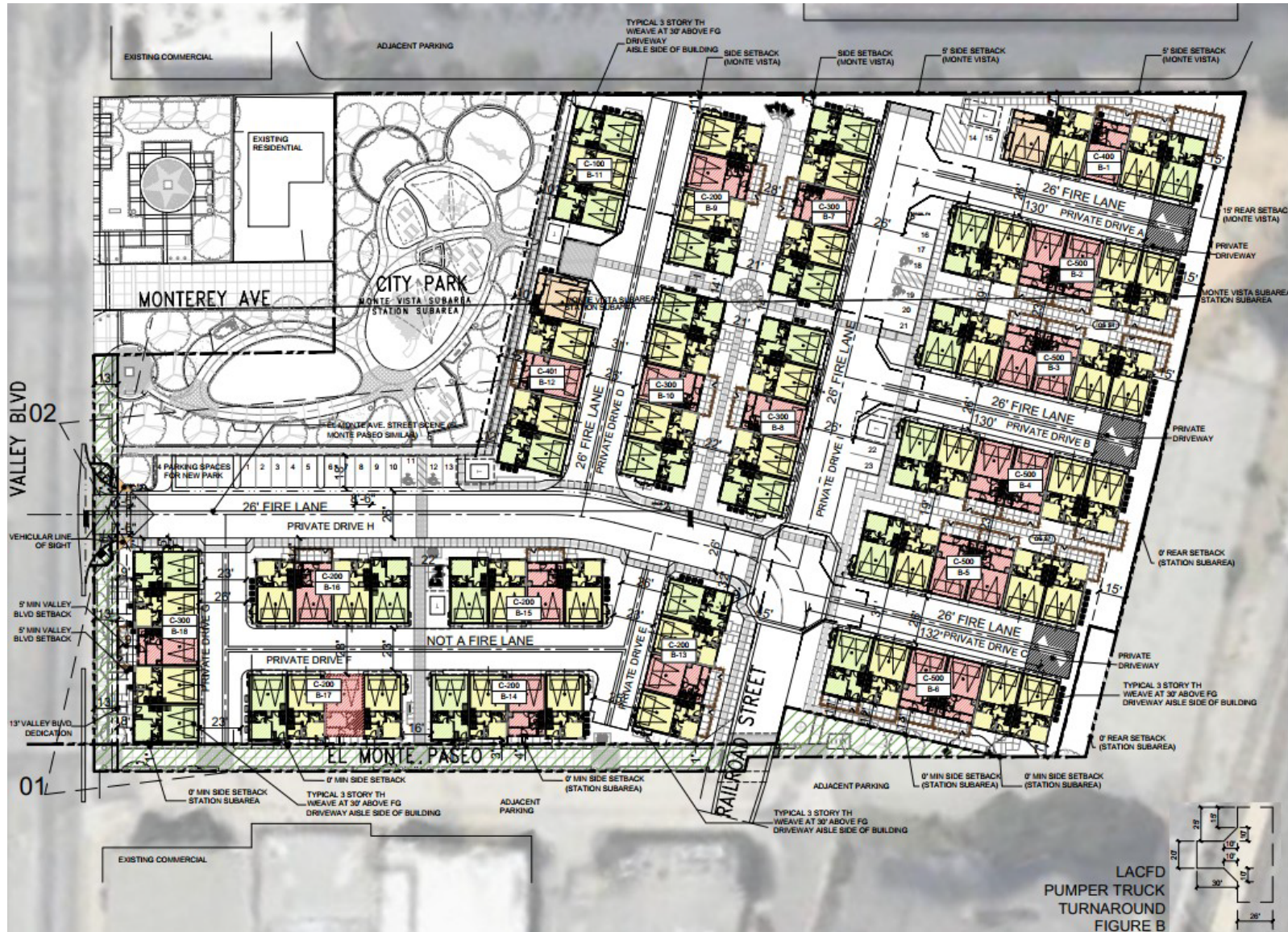
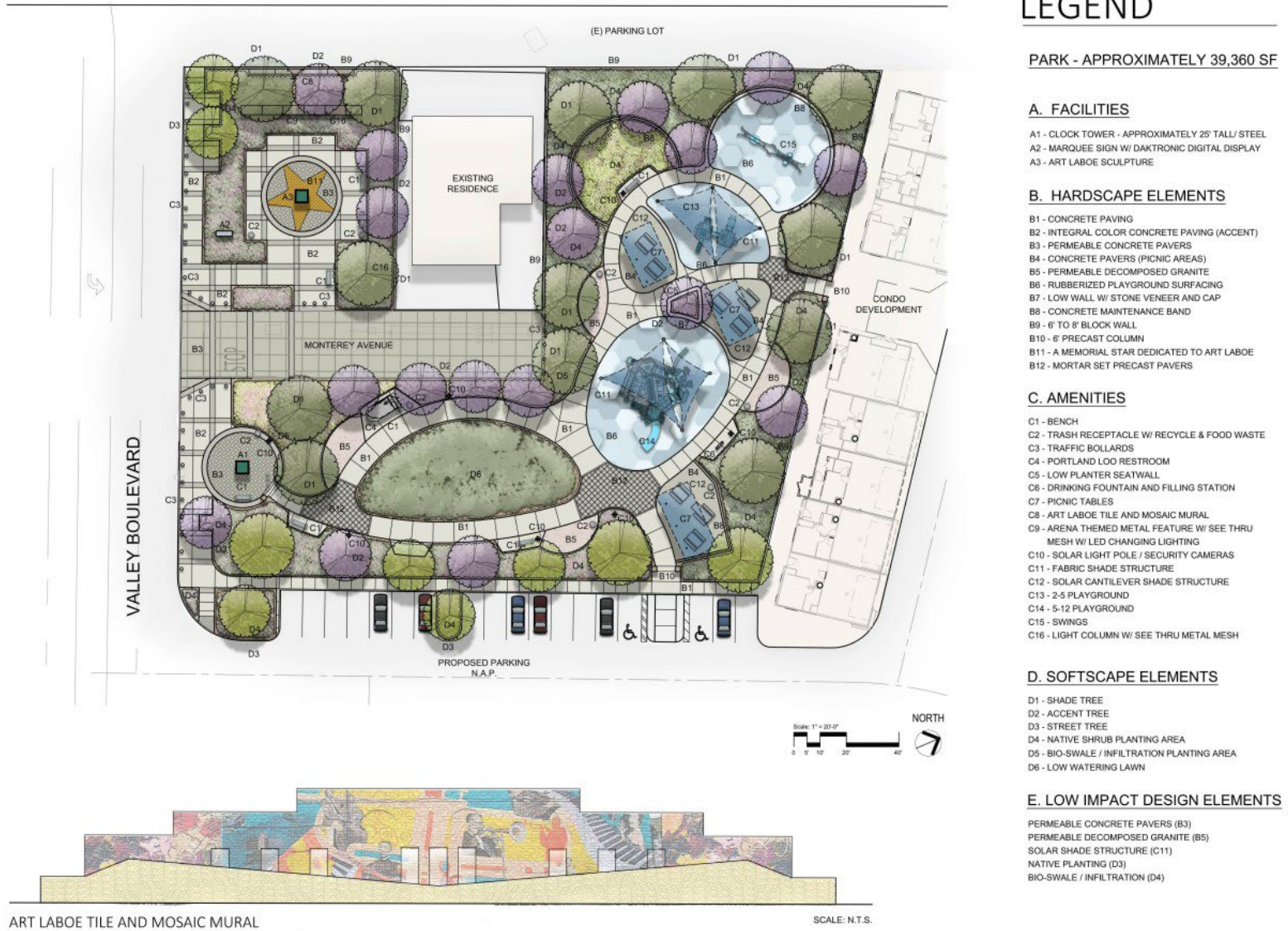


Figure 4 Conceptual Park Plan



LEGEND

PARK - APPROXIMATELY 39,360 SF

A. FACILITIES

- A1 - CLOCK TOWER - APPROXIMATELY 25' TALL / STEEL
- A2 - MARQUEE SIGN W/ DAKTRONIC DIGITAL DISPLAY
- A3 - ART LABOE SCULPTURE

B. HARDSCAPE ELEMENTS

- B1 - CONCRETE PAVING
- B2 - INTEGRAL COLOR CONCRETE PAVING (ACCENT)
- B3 - PERMEABLE CONCRETE PAVERS
- B4 - CONCRETE PAVERS (PICNIC AREAS)
- B5 - PERMEABLE DECOMPOSED GRANITE
- B6 - RUBBERIZED PLAYGROUND SURFACING
- B7 - LOW WALL W/ STONE VENEER AND CAP
- B8 - CONCRETE MAINTENANCE BAND
- B9 - 6" TO 8" BLOCK WALL
- B10 - 8' PRECAST COLUMN
- B11 - A MEMORIAL STAR DEDICATED TO ART LABOE
- B12 - MORTAR SET PRECAST PAVERS

C. AMENITIES

- C1 - BENCH
- C2 - TRASH RECEPTACLE W/ RECYCLE & FOOD WASTE
- C3 - TRAFFIC BOLLARDS
- C4 - PORTLAND LOO RESTROOM
- C5 - LOW PLANTER SEATWALL
- C6 - DRINKING FOUNTAIN AND FILLING STATION
- C7 - PICNIC TABLES
- C8 - ART LABOE TILE AND MOSAIC MURAL
- C9 - ARENA THEMED METAL FEATURE W/ SEE THRU MESH W/ LED CHANGING LIGHTING
- C10 - SOLAR LIGHT POLE / SECURITY CAMERAS
- C11 - FABRIC SHADE STRUCTURE
- C12 - SOLAR CANTILEVER SHADE STRUCTURE
- C13 - 2-5 PLAYGROUND
- C14 - 5-12 PLAYGROUND
- C15 - SWINGS
- C16 - LIGHT COLUMN W/ SEE THRU METAL MESH

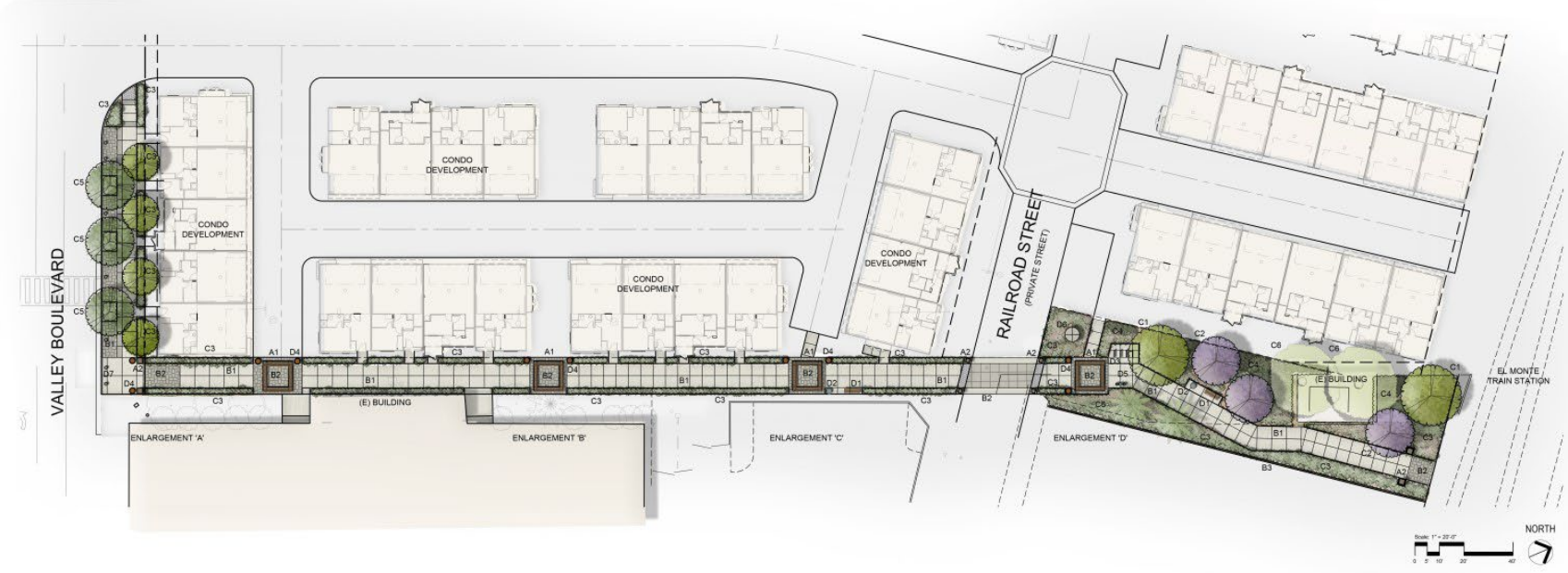
D. SOFTSCAPE ELEMENTS

- D1 - SHADE TREE
- D2 - ACCENT TREE
- D3 - STREET TREE
- D4 - NATIVE SHRUB PLANTING AREA
- D5 - BIO-SWALE / INFILTRATION PLANTING AREA
- D6 - LOW WATERING LAWN

E. LOW IMPACT DESIGN ELEMENTS

- PERMEABLE CONCRETE PAVERS (B3)
- PERMEABLE DECOMPOSED GRANITE (B5)
- SOLAR SHADE STRUCTURE (C11)
- NATIVE PLANTING (D3)
- BIO-SWALE / INFILTRATION (D4)

Figure 5 Conceptual El Monte Paseo Plan



LEGEND

PASEO - APPROXIMATELY 14,045 SF

A. FACILITIES

- A1 - PASEO TRELLIS
- A2 - PASEO ENTRY PILASTER

B. HARDSCAPE ELEMENTS

- B1 - CONCRETE PAVING
- B2 - PERMEABLE CONCRETE PAVERS
- B3 - CONCRETE MAINTENANCE BAND

C. SOFTSCAPE ELEMENTS

- C1 - SHADE TREE
- C2 - ACCENT TREE
- C3 - NATIVE SHRUB PLANTING AREA
- C4 - SCREENING PLANTS
- C5 - STREET TREE
- C6 - EXISTING TREE
- C7 - EXISTING LANDSCAPE

D. AMENITIES

- D1 - BENCH (WITH CENTER ARM REST)
- D2 - TRASH RECEPTACLE W/ RECYCLE
- D3 - BIKE RACKS AND BIKE REPAIR STATION
- D4 - DECORATIVE POTS
- D5 - DRINKING FOUNTAIN AND FILLING STATION
- D6 - ART PLINTH FOR 10' SCULPTURE BY ARTIST (PER CITY)
- D7 - TRAFFIC BOLLARD

E. LOW IMPACT DESIGN ELEMENTS

- PERMEABLE CONCRETE PAVERS (B2)
- NATIVE PLANTING (C3)

CHARACTER IMAGERY



Construction

Construction activities would include site preparation, grading, building construction, asphalt paving, and architectural coating. Construction of the proposed project is anticipated to occur in two phases over an approximately 5 month-period beginning in June 2024 and ending in June 2026. During Phase A, the site would be graded and 30-45 housing units of the 87 total units would be constructed. During Phase B, the remaining 43-57 housing units would be constructed. Construction of Phase B would occur concurrently with operation of development under Phase A. The city park would be constructed independent from the two phases between March 2024 and December 2024.

The project would include 6,355 cubic yards (cy) of cut soil. During the grading phases, the project would include 795 hauling trips of soil export. The existing asphalt concrete would be reused as compacted fill on-site. The existing asphalt concrete would be crushed and stockpiled for strategic placement as fill in the street and non-structural areas.

Construction would occur Monday through Saturday between the hours of 7:00 a.m. and 6:00 p.m. pursuant to the El Monte Municipal Code (EMMC) construction standards. Construction staging would occur within the project site boundaries. It is expected that construction would utilize alternative fuel and 50 percent of equipment would be Tier 3 and 4 certified.

Remediation Actions

A Phase I Environmental Site Assessment (ESA) of the project site was performed by Ninyo & Moore in October 2019 (Appendix E1), which included historical research of the project site, review of aerial imagery, a site reconnaissance survey, review of environmental databases, and review of previous ESA's conducted on the property. The Phase I ESA identified low detections of chemical contaminants in the soil and soil gas as reported by a previous ESA conducted in 2008. Based on the findings of the Ninyo & Moore Phase I ESA, a Phase II ESA was recommended for further investigation.

The Phase II ESA was conducted by Ninyo & Moore in April 2020 (Appendix E2). The Phase II ESA included soil borings, soil samples, installation of soil vapor probes, and soil vapor samples. Results of the Phase II ESA indicate presence of arsenic in soil borings and chloroform in one soil vapor sample.

On September 16, 2021, prior to the State's Department of Toxic Substance Control (DTSC) involvement with the site, Tetra Tech conducted a Phase I ESA and in July 2022, under DTSC oversight performed supplemental site investigation (SSI) activities to delineate impacts and prepare the project site for cleanup action. Tetra Tech's SSI activities included the collection and analysis of more than 400 soil and soil vapor samples. In December 2022 and January 2023, housekeeping activities were performed on the project site to restore the site to a condition that allows for residential use, which included removing a total of 4.9 cubic yards of soil containing levels of arsenic and lead that exceed regulatory screening levels (12 mg/kg for arsenic and 80 mg/kg for lead). Confirmation sampling in July 2023 (described in Tetra Tech's SSI Report) verified that the current residual concentrations for arsenic and lead are below the regulatory screening levels mentioned above. The confirmation samples analyzed using a field XRF spectrometer in accordance with the DTSC-approved Technical Memorandum prepared by Tetra Tech on October 14, 2022. This also included analysis of 10 percent of the confirmation soil samples in a stationary state-certified laboratory.

Tetra Tech also identified historic releases of arsenic, lead, total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) during the July 2023 sampling. In addition, dieldrin was detected on the project site at concentrations marginally above regulatory levels at two locations; however, using the maximum concentration limit, the detected dieldrin concentrations were found to have a risk of two in one million, which is acceptable to DTSC and therefore no further action is required. (DTSC 2015). Tetra Tech found minor concentrations of TPH in the project site's soil, which are all below the USEPA regulatory screening level value for TPH. A Human Health Risk Assessment (HHRA) was prepared for the site to evaluate the cumulative cancer risk and non-cancer hazard from the VOCs were determined using both attenuation factor of 0.03 and 0.001. The cancer risk from the chemicals of potential concern in the soil was estimated to be above the acceptable threshold but within the risk management range when maximum concentrations detected on-site was used. All VOC soil vapor samples are at acceptable risk using the 0.0001 attenuation factor, but the HHRA evaluation showed that cumulative cancer risk using the 0.03 attenuation factor is unacceptable. However, after elimination of VOC sources, new future buildings, and the site being adequately characterized, the 0.001 attenuation factor is considered the appropriate threshold for the proposed project. Furthermore, if VOCs were a concern, soil vapor mitigation measures would be required, as described in Mitigation Measure HAZ-1 in Section 9, Hazards and Hazardous Materials, which would ensure VOC levels in the site's soil vapor would have a less-than-significant impact. In summary, arsenic, lead, TPH, VOCs, and dieldrin would not exceed regulatory levels.

11. Required Approvals

The proposed project would require approval of the following entitlements and approval of this IS-MND by the City of El Monte:

- Tentative Tract Map (TTM) No. 83528 to consolidate 12 vacant parcels (4.49 acres) and create Lot 1 at 3.7584 acres in size for 87 condominium townhomes, Lot A at 0.6498 acres in size for a new city park, and Lot B at 0.0390 acres in size as part of a public paseo;
- Design Review (DR) No. 03-21 to review the site configuration, architectural design, and landscaping for the construction of 87 new three (3)-story townhomes on Lot 1;
- Variance (VAR) No. 01-21 for deviating from minimum Station and Monte Vista sub areas density requirements for Lot 1;
- VAR No. 02-21 for deviating from the building form requirements;
- General Plan Conformity (GPC) No. 02-2023 to vacate a portion of Railroad Street and to abandon Court Adair, King Court, and portions of Monterey Avenue and El Monte Avenue; and
- Development agreement, if required.

12. Other Public Agencies Whose Approval is Required

The City of El Monte is the lead agency for the proposed project. The California DTSC is the agency responsible for review and approval of the remediation plans that are associated with the project site.

13. Tribal Consultation

The following nine tribes have requested notification of projects in El Monte under Assembly Bill (AB) 52:

- Gabrieleño Band of Mission Indians – Kitz Nation
- Gabrieleño Tongva Indians of California Tribal Council
- Gabrieleño Tongva Nation
- Gabrieleño Tongva of the Los Angeles Basin Tribal Council
- Gabrieleño Tongva Tribe
- Gabrieleño-Tongva Tribe
- Gabrieleño Tongva Tribal Council
- San Gabriel Band of Mission Indians
- Torres Martinez Desert Cahuilla Indians

Pursuant to Public Resources Code (PRC) Section 21080.3.1, the City mailed consultation letters to these tribes on June 28, 2022. The City received a response from Gabrieleño Band of Mission Indians – Kitz Nation on September 12, 2022 requesting all information that the City may possess or has access to attain regarding the history of the subsurface soils that will be impacted as part of the project's ground disturbance activities, and proposed mitigation measures for the project. The City responded stating it is unlikely that the original soils are still intact due to previous ground disturbances and agreed to include the proposed mitigation measures for the proposed project. The Gabrieleño Band of Mission Indians – Kitz Nation concluded AB 52 consultation on September 28, 2022. No additional consultation was requested.

For further discussion of tribal cultural resources in this IS-MND please refer to Section 18, *Tribal Cultural Resources*, and Section 5, *Cultural Resources*. The City of El Monte will continue to comply with all applicable tribal consultation requirements of PRC Section 21080.3.1 and all other applicable regulations as the proposed project moves through the required review and approval process.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

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

Determination

Based on 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 that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” 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 the 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.

City of El Monte
Paseo Santa Fe Project

- I find that although the proposed project could have a significant effect on the environment, because all potential 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.

Nancy Lee

Signature

11/8/2023

Date

Nancy Lee

Printed Name

Senior Planner, City of El Monte

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Except as provided in PRC Section 21099, would the project:

a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project have a substantial adverse effect on a scenic vista?

A scenic vista is defined as a public viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. Public views are those that are experienced from a publicly accessible vantage point, such as a roadway or public park. The City of El Monte lies within a desert valley floor, with the San Gabriel Mountains to the north and the Hacienda Hills to the south. The project site is in a highly urbanized area that includes residential and commercial uses.

The San Gabriel Mountains are located north of the city, approximately six miles north of the project site. These mountains are the city's most prominent visual feature, rising above the community with scenic views toward the mountains. The San Gabriel Mountains can primarily be seen from the city's parks, along roadway corridors, and in breaks between development in the project area. Additionally, regional parks, such as the Peck Water Conservation Park located adjacent to the northeastern boundary of the city, can provide scenic views of the San Gabriel Mountains (El Monte 2011a).

The proposed project would change the appearance of the project site by constructing housing on an undeveloped lot. However, the project site is not within the vicinity of the scenic vista areas discussed in the City's General Plan, such as Peck Water Conservation Park or the base of the San Gabriel Mountains. Due to the distance and intervening development between the project site and the scenic vistas, the proposed project would not result in a significant impact to the public views available at scenic vistas in the project vicinity. Furthermore, the proposed project would not substantially obscure public views of the San Gabriel Mountains from nearby roadways. Views of the San Gabriel Mountains to the north of the project site would continue to be available in city and regional parks and roadway corridors. Therefore, potential impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

The California Department of Transportation (Caltrans) manages the California State Scenic Highway Program, which designates State scenic highways. Scenic highways are located in areas of natural beauty. A scenic highway becomes officially designated when the local governing body applies to and is approved by Caltrans for scenic highway designation and adopts a Corridor Protection Program that preserves the scenic quality of the land that is visible from the highway right of way (Caltrans 2021).

The project site is not within or adjacent to a designated State scenic highway, as identified by Caltrans. The nearest designated State scenic highway is a portion of Angeles Crest Highway (State Route 2 or SR-2), approximately 13 miles to the north of the project site (Caltrans 2019). Due to the distance from the project site and intervening development, the project site is not visible from SR-2. Furthermore, the project site does not contain any scenic resources such as natural habitats or rock outcroppings, nor is it in proximity to any such resources. Additionally, as described in Section 5, *Cultural Resources*, the project site does not contain any historic buildings. Therefore, there would be no impacts related to scenic resources within a State scenic highway.

NO IMPACT

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

The project site is surrounded by residential and commercial development and is located in an urbanized area of the city. The project would develop a currently vacant site with a multi-family residential community and a city park and pedestrian paseo. The western portion of the project site is zoned Monte Vista Sub-Area, which permits a residential density of 30-50 dwelling units per acre, and the remaining portion of the site is zoned Station Sub-Area within the Downtown Main Street Specific Plan (SP-4), which permits a residential density of 30-80 dwelling units per acre. The project site has a General Plan Land Use Designation of Downtown Core. The proposed uses are permitted under the existing land use and zoning designations. Furthermore, the project would be designed to comply with all applicable development standards regulating scenic quality within the EMMC. Title 17 in the EMMC contains general zoning regulations as well as provisions for design review and landscaping requirements to enhance the aesthetic character of the city. While development of the project would change the appearance and use of the project site relative to its existing conditions, it

would not degrade the visual character or quality of the site. Rather, the project would enhance the character of the existing vacant lot by developing a unified community with high-quality visual features such as new shade trees and drought tolerant landscaping. Therefore, the project would not conflict with applicable zoning or other regulations regarding scenic quality and would not significantly impact scenic quality in the area. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

The project is in an urban area of the city that is primarily developed with commercial uses and residential buildings. The main sources of light and glare in the project area are streetlights and exterior lighting associated commercial structures, as well as vehicle headlights on nearby major roadways such as Tyler Avenue and Valley Boulevard. The development of the project would increase the intensity of lighting on the project site, from that of the existing vacant lot to the proposed multi-family residential community, city park and pedestrian paseo. New sources of light and glare from the project include exterior lighting for the proposed residences and park, and light and glare from the increase in vehicles accessing the project site. However, the light sources would not substantially increase the overall levels of day or nighttime lighting in the area because they would be comparable to existing light levels from the surrounding commercial uses. Furthermore, Valley Boulevard, Monterey Avenue, El Monte Avenue, and Railroad Street are already illuminated by street lighting. For these reasons, the proposed project would not result in a substantial new source of light such that day or nighttime views in the area would be adversely affected. Rather, the proposed exterior lighting and building materials would be consistent with those of surrounding uses and would be an important aide to public safety.

Additionally, all outdoor lighting would comply with the development standards in the EMMC, Section 17.68.040(H), Site Development Standards, as well as Section 17.68.060(C), Signs and Displays. Section 17.68.040(H) of the EMMC requires all exterior lighting to be arranged and shielded to prevent any glare or reflection upon surrounding streets and properties. Section 17.68.060(C) requires lighted signs to be internally illuminated to prevent any glare, reflection, or light upon surrounding properties or buildings. Therefore, upon compliance with the City's lighting regulations, the project would have a less-than-significant impact related to light and glare in the area.

LESS-THAN-SIGNIFICANT IMPACT

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2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)); timberland (as defined by PRC 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"/>

-
- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)); timberland (as defined by PRC Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

- e. *Would the project 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?*

The project site is not located on or near land mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance mapped by the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (DOC 2021). In addition, the project site is not on land enrolled under the Williamson Act or zoned for agricultural use (El Monte 2011a, DOC 2022).

"Forest land" is defined in PRC Section 12220(g) pursuant to the California Forest Legacy Program Act of 2007 as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The project site is in an urbanized area of the city primarily developed with commercial and residential land uses. The site contains paved and vegetated areas that consists of non-native grasses, shrubs, and ornamental trees (refer to Section 4, *Biological Resources*, for details regarding the on-site vegetation). As such, the project site does not include land that qualifies "forest land" and is not zoned for forest land or timberland (El Monte 2011a). Therefore, due to the absence of agricultural land, forest land, and timberland at the project site, the project would not involve changes to the existing environment that could result in the conversion of Farmland to a non-agricultural use or the conversion of forest land to non-forest use. The project also would not conflict with existing zoning for agricultural use, forest land, or timberland or a Williamson Act contract. No impact on agriculture and forestry resources would occur.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Overview of Air Pollution

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for “criteria pollutants” and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide, volatile organic compounds (VOC), nitrogen oxides (NO_x), particulate matter with diameters of ten microns or less (PM₁₀) and 2.5 microns or less (PM_{2.5}), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between VOC and NO_x. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). Air pollutants can be generated by the natural environment, such as when high winds suspend fine dust particles.

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.
- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air Quality Standards and Attainment

The project site is located in the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

Depending on whether the standards are met or exceeded, the SCAB is classified as being in “attainment” or “nonattainment.” In areas designated as nonattainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants. The human health associated with these criteria pollutants, as presented in Table 2, already occurs in those areas as part of the environmental baseline condition.

Table 2 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: pulmonary function decrements and localized lung edema in humans and animals, and risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures, and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Carbon monoxide (CO)	Reduces oxygen delivery leading to: aggravation of chest pain (angina pectoris) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; and possible increased risk to fetuses.
Nitrogen dioxide (NO ₂)	(1) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (2) risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (3) contribution to atmospheric discoloration.
Sulfur dioxide (SO ₂)	Bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath, and chest tightness during exercise or physical activity in persons with asthma.
Suspended particulate matter (PM ₁₀ and PM _{2.5})	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.
Lead	(1) Short-term lead poisoning overexposures can cause anemia, weakness, kidney damage, and brain damage; (2) long-term exposures to lead increases risk for high blood pressure, heart disease, kidney failure, and reduced fertility.

Source: USEPA 2022a

As the local air quality management agency, SCAQMD must monitor air pollutant levels to ensure that the NAAQS and CAAQS are met. If they are not met, SCAQMD must develop strategies for their region to meet the standards. The strategies to achieve attainment status are included as part of the Air Quality Management Plan (AQMP). The SCAB is in nonattainment for ozone and PM_{2.5} federal standards. Also, the SCAB is in nonattainment for the State standard for PM₁₀ and designated unclassifiable or in attainment for all other federal and State standards (CARB 2022). The proposed

project is in Los Angeles County which is within the SCAB and under the jurisdiction of the SCAQMD. This nonattainment status results from several factors, the primary ones being the naturally diverse meteorological conditions that limits the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate air pollutants, and the number, type, and density of emission sources within the SCAB. The attainment status for the Los Angeles County portion of SCAB is included in Table 3.

Table 3 Attainment Status of Criteria Pollutants in Los Angeles County Portion of SCAB

Pollutant	State Designation	Federal Designation
O ₃	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment/Unclassified ³
PM _{2.5}	Nonattainment/Attainment ¹	Nonattainment/Unclassified/Attainment ⁴
CO	Attainment	Unclassified/Attainment
NO ₂	Attainment/Nonattainment ²	Unclassified/Attainment
SO ₂	Attainment	Unclassified/Attainment

Notes: ¹ The northern portion of Los Angeles County is in attainment for the PM_{2.5} State standard

² The portion of California SR 60 within the eastern portion of Los Angeles County is in nonattainment for the CO State standard

³ The southern portion of Los Angeles County is unclassified for the PM₁₀ federal standard

⁴ The Southern portion of Los Angeles County is unclassified/attainment for the PM_{2.5} federal standard

Sources: CARB 2022

SCAQMD operates a network of air quality monitoring stations throughout the SCAB. The monitoring stations aim to measure ambient concentrations of pollutants and determine whether ambient air quality meets the California and federal standards. SCAQMD has divided the air basin into general forecast and air monitoring areas. Current air quality information is obtained from the same, or closest monitoring area (or source receptor area [SRA]) where the proposed project is located. The project site is in SRA 9 (East San Gabriel Valley) along with the closest monitoring station, in the city of Azusa (located at 803 North Loren Avenue) approximately eight miles northeast of the project site. This station collects 8-hour ozone, hourly O₃, NO₂, PM_{2.5}, and PM₁₀ measurements. Table 4 indicates the number of days each federal and State standard exceeded at the Azusa monitoring station. As shown for 2020 through 2022, O₃ measurements exceeded the federal and State O₃ standards. PM₁₀ measurements exceeded the State standard in 2020, 2021, and 2022, while PM_{2.5} measurements exceeded the State standard in the years 2020 and 2021. No other State or federal standards were exceeded at this monitoring station. Since CO and SO₂ are in attainment with the SCAB region, they are not monitored at the nearest air monitoring station and therefore ambient air quality is not reported for these two pollutants.

Table 4 Ambient Air Quality at the Nearest Monitoring Station

Pollutant	2020	2021	2022
8-Hour Ozone (ppm), 8-Hour Average	00.125	0.086	0.080
Number of Days of State exceedances (>0.070 ppm)	62	21	11
Number of days of federal exceedances (>0.070 ppm)	62	21	112
Ozone (ppm), Worst Hour	0.168	0.108	0.111
Number of days of State exceedances (>0.09 ppm)	53	20	6
Nitrogen Dioxide (ppm) - Worst Hour	0.065	0.078	0.048
Number of days of State exceedances (>0.18 ppm)	0	0	0
Number of days of federal exceedances (>0.10 ppm)	0	0	0
Particulate Matter 10 microns, µg/m³, Worst 24 Hours	152.3	79.4	98.2
Number of days of State exceedances (>50 µg/m ³)	9	11	7
Number of days above federal standard (>150 µg/m ³)	1	0	0
Particulate Matter <2.5 microns, µg/m³, Worst 24 Hours	102.7	61.9	18.4
Number of days above federal standard (>35 µg/m ³)	5	3	0
Measurements were taken from the Azusa monitoring station			
Source: CARB 2022			

Air Quality Management Plan

Since the SCAB currently exceeds ozone and PM_{2.5} NAAQS standard, the SCAQMD is required to implement strategies to reduce pollutant levels to achieve attainment of the NAAQS. The SCAQMD 2022 Air Quality Management Plan (AQMP) is a regional blueprint designed to meet the NAAQS and demonstrate how attainment will be reached. The 2022 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gas (GHG) emissions and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2022 AQMP is focused on attaining the 2015 eight-hour O₃ standard of 70 parts per billion (ppb). The 2022 AQMP builds on previous AQMPs and includes a variety of new strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost effective and feasible, and low-NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 eight-hour O₃ standard.

Air Emission Thresholds

The SCAQMD approved the *CEQA Air Quality Handbook* in 1993. Since then, the SCAQMD has provided supplemental guidance on their website to address changes to the methodology and nature of CEQA. Some of these changes include recommended thresholds for emissions associated with both construction and operation of the project, which are used to evaluate a project’s potential regional and localized air quality impacts (SCAQMD 2023).

Regional Thresholds

Table 5 presents the significance thresholds for regional construction and operational-related criteria air pollutant and precursor emissions being used for the purposes of this analysis.

Table 5 SCAQMD Regional Significance Thresholds

Construction Thresholds	Operational Thresholds
75 pounds per day of VOC	55 pounds per day of VOC
100 pounds per day of NO _x	55 pounds per day of NO _x
550 pounds per day of CO	550 pounds per day of CO
150 pounds per day of SO _x	150 pounds per day of SO _x
150 pounds per day of PM ₁₀	150 pounds per day of PM ₁₀
55 pounds per day of PM _{2.5}	55 pounds per day of PM _{2.5}

VOC: volatile organic compound; NO_x: nitrogen oxides; CO: carbon monoxide; SO_x: sulfur oxides; PM₁₀: particulate matter measuring 10 microns in diameter or less; PM_{2.5}: particulate matter measuring 2.5 microns in diameter or less
 Source: SCAQMD 2023

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs have been developed for NO_x, CO, PM₁₀, and PM_{2.5} and represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or State ambient air quality standard at the nearest sensitive receptor. LSTs take into consideration ambient concentrations in each SRA, distance to the sensitive receptor, and project size. LSTs have been developed for emissions generated in construction areas up to five acres in size. LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008a).

The project site is within SRA 9 (East San Gabriel Valley). The project site is approximately 4.95 acres. Therefore, the LST analysis uses the five-acre LSTs. LSTs are provided for receptors at a distance of 82 feet (25 meters), 164 feet (50 meters), 328 feet (100 meters), 656 (200 meters), and 1,640 feet (500 meters) from the project disturbance boundary to the sensitive receptors. The border of construction activity would occur immediately adjacent to a multi-family residence located to the west of the project site. According to the SCAQMD’s publication, *Final LST Methodology*, projects with boundaries located closer than 82 feet to the nearest receptor should use the LSTs for receptors located at 82 feet (SCAQMD 2009). Therefore, the analysis below uses the LST values for 82 feet. LSTs for construction in SRA 9 on a five-acre site with a receptor 82 feet away are shown in Table 6.

Table 6 SCAQMD LSTs for Construction in SRA 9

Pollutant	Allowable Emissions from a Five-acre site for a Receptor 82 Feet Away (lbs/day)
Gradual conversion of NO _x to NO ₂	113 ¹
CO	1,733
PM ₁₀	14
PM _{2.5}	6 ²

lbs/day = pounds per day; NO_x = nitrogen oxide; NO₂ = nitrogen dioxide; CO = carbon monoxide; PM₁₀ = particulate matter with a diameter no more than 10 microns; PM_{2.5} = particulate matter with a diameter no more than 2.5 microns

¹The screening criteria for NO_x were developed based on the 1-hour NO₂ CAAQS of 0.18 ppm. Subsequently to publication of the SCAQMD’s guidance the USEPA has promulgated a 1-hour NO₂ NAAQS of 0.100 ppm. This is based on a 98th percentile value, which is more stringent than the CAAQS. Because SCAQMD’s LSTs have not been updated to address this new standard, to determine if project emissions would result in an exceedance of the 1-hour NO₂ NAAQS, an approximated LST was estimated to evaluate the federal 1-hour NO₂ standard. The revised LST threshold is calculated by scaling the NO₂ LST for by the ratio of 1-hour NO₂ standards (federal/State) (i.e., 203 lb/day * [0.10/0.18] =112.8 lb/day).

²The screening criteria for PM_{2.5} were developed based on an Annual CAAQS of 15 mg/m³. Subsequently to publication of the SCAQMD’s guidance the annual standard was reduced to 12 mg/m³. Because SCAQMD’s LSTs have not been updated to address this new standard, to determine if project emissions would result in an exceedance of the annual PM_{2.5} CAAQS, an approximated LST was estimated. The revised LST threshold is calculated by scaling the PM_{2.5} LST for by the ratio of 24-hour PM_{2.5} standards (federal/State) (i.e., 8lb/day * [12/15] =6.4 lb/day).

Source: SCAQMD 2009

Toxic Air Containments Thresholds

SCAQMD has developed significance thresholds for the emissions of toxic air contaminants (TACs) based on health risks associated with elevated exposure to such compounds. For carcinogenic compounds, cancer risk is assessed in terms of incremental excess cancer risk. A project would result in a potentially significant impact if it would generate an incremental excess cancer risk of 10 in 1 million (1 x 10⁻⁶) or a cancer burden of 0.5 excess cancer cases in areas exceeding a one-in-one-million risk. In addition, non-carcinogenic health risks are assessed in terms of a hazard index. A project would result in a potentially significant impact if it would result in a chronic and acute hazard index greater than 1.0 (SCAQMD 2023).

Methodology

Air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod uses project-specific information, including the project’s land uses, square footage for different uses (e.g., residential and parking), and location, to model a project’s construction and operational emissions. The analysis reflects the construction and operation of the project as described under the *Description of Project* of this IS-MND.

Construction emissions modeled include emissions generated by construction equipment used on the project site and vehicle trips associated with construction, such as worker and vendor trips. According to the project applicant, construction of the city park would start in March 2024 and would be completed in December 2024. In addition, Phase A and Phase B residential building construction would start in June 2024 and would be completed over five months. It is assumed the city Park and Phase B construction would overlap during the operation of Phase A. The applicant provided the construction schedule and construction equipment, and default CalEEMod worker trips and vendor trips were used for the model. Construction would have three phases of construction that would occur over approximately 10 months, and it is assumed approximately 2,118 cubic yards

of soil would be exported off-site during each of the three grading phases. Construction would occur over approximately five months, and would produce approximately 7,260 cubic yards of raw cut and 905 cubic yards of raw fill, for a net cut of 6,355 cubic yards of soil. Based on the net cut of 6,355 cubic yards of soil, approximately 795 hauling trips would be included for soil export. In addition, it is assumed that all construction equipment used would be diesel-powered and the project would comply with all applicable regulatory standards. Construction activities of the project would comply with SCAQMD Rule 403 for dust control measures and Rule 1113 for architectural coating VOC limits.

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. Mobile source emissions are generated by vehicle trips to and from the project site. Trip generation rates were sourced from the Downtown Main Street Specific Plan – Area Y (Paseo Santa Fe) Project Transportation Study Screening Assessment prepared by the Ganddini Group (Ganddini 2023). The trip generation rates in CalEEMod were adjusted to be consistent with the assessment’s 586 vehicle trips per day. Emissions attributed to energy use include natural gas consumption by appliances as well as for space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coatings. Project operation would comply with SCAQMD Rule 445 for no wood-burning fire devices and Rule 1113 for architectural coating VOC limits.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2022 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city general plans and the Southern California Association of Governments’ (SCAG) 2022 RTP/SCS (Connect SoCal) socioeconomic forecast projections of regional population, housing, and employment growth (SCAG 2022). The population growth forecasts in SCAG’s Connect SoCal estimate that the City of El Monte’s population would increase to 137,500 people in 2045, which is an increase of 23,200 people from the city’s population of 114,300 people in 2016 (SCAG 2020). The project involves the development of 87 residential units with garage and uncovered parking on the project site. Based on the Department of Finance (DOF) average household size of 3.6 persons per residential unit in the City of El Monte, the project would potentially add an estimated 313 residents to the city’s population (DOF 2023). The project would account for approximately one percent of the city’s total projected population growth through year 2045. Therefore, potential population growth generated by the project would be within the SCAG growth forecast.

The employment growth forecasts in SCAG’s Connect SoCal for the City of El Monte estimate that the total number of jobs would increase from 30,600 in 2016 to 37,100 in 2045, for an increase of 6,500 jobs (SCAG 2020). This analysis conservatively assumes that all 313 new residents would add to the existing labor pool in the region. The proposed project would account for approximately five percent of the City’s projected employment growth through the year 2045 and therefore, would be consistent with the SCAG’s Connect SoCal.

In addition, the AQMP provides strategies and measures to reach attainment with the thresholds for 8-hour and 1-hour ozone and PM_{2.5}. As shown in Table 7 and Table 8 below, the project would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for ozone precursors (VOC and NO_x) and PM_{2.5}. Since the project would also be consistent with population and housing

growth projections for the city, the project would not conflict with or obstruct implementation of the AQMP. Potential impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- b. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

The SCAB has been designated as a federal nonattainment area for ozone and PM_{2.5} and a State nonattainment area for ozone, PM₁₀, and PM_{2.5}. The SCAB is designated unclassifiable or in attainment for all other federal and State standards.

Construction Emissions

Project construction would generate temporary air pollutant emissions associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction equipment and construction vehicles. In addition, construction equipment would release VOC emissions during the drying of architectural coating and paving phases. Table 7 summarizes the estimated maximum daily emissions of pollutants during project construction. As shown therein, construction-related emissions would not exceed SCAQMD thresholds. Therefore, project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard. Impacts would be less than significant.

Table 7 Estimated Maximum Daily Construction Emissions

Construction Year	Maximum Emissions (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Emissions (lbs/day)	35	65	63	<1	16	8
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

lbs/day = pounds per day; VOC = Volatile organic compounds; NO_x = nitrogen oxides; CO = carbon monoxide; SO₂ = sulfur dioxide; PM₁₀ = particulate matter 10 microns in diameter or less; PM_{2.5} = particulate matter 2.5 microns or less in diameter

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

Source: CalEEMod worksheets in Appendix A, see Table 2.2 "Construction Emissions by Year, Unmitigated" emissions. Highest of Summer and Winter emissions results are shown for all emissions.

Operational Emissions

Operation of the project would generate criteria air pollutant emissions associated with area sources (e.g., architectural coatings, consumer products, and landscaping equipment), energy sources (i.e., use of natural gas for space and water heating), and mobile sources (i.e., vehicle trips to and from the project site). Table 8 summarizes the project's maximum daily operational emissions by emission source. As shown therein, operational emissions would not exceed SCAQMD regional thresholds for criteria pollutants. Therefore, project operation would not result in a

cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant.

Table 8 Estimated Maximum Daily Operational Emissions

Emissions Source	Pollutant (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile	2	2	18	<1	3	1
Area	4	1	5	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Total	6	3	23	<1	4	1
SCAQMD Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

lbs/day = pounds per day; VOC = Volatile organic compounds; NO_x = nitrogen oxides; CO = carbon monoxide; SO₂ = sulfur dioxide; PM₁₀ = particulate matter 10 microns in diameter or less; PM_{2.5} = particulate matter 2.5 microns or less in diameter

Notes: Some numbers may not add up precisely due to rounding considerations.

Source: CalEEMod worksheets in Appendix A, see Table 2.5 "Operations Emissions by Sector, Unmitigated" emissions. Highest of Summer and Winter emissions results are shown for all emissions.

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c. *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Sensitive Receptors

According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). Sensitive receptors would include on-site residents during Phase A operations and construction of the city park and Phase B residential construction. The project boundaries surround a multi-family residence at the southwest portion of the site which is the nearest off-site sensitive receptor. Another multi-family residence is located approximately 300 feet east of the project site. In addition, the proposed project would introduce new sensitive receptors to the project site. Localized air quality impacts to sensitive receptors typically result from CO hotspots, localized criteria air pollutant emissions, and TACs, which are discussed in the following subsections.

Carbon Monoxide Hotspots

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal 1-hour standard of 35.0 parts per million (ppm) or the federal and State 8-hour standard of 9.0 ppm (CARB 2016).

The entire SCAB is in conformance with State and federal CO standards, and most air quality monitoring stations no longer report CO levels. A detailed carbon monoxide analysis was conducted during the preparation of the SCAQMD's 2003 AQMP. The locations selected for microscale modeling in the 2003 AQMP included high average daily traffic (ADT) intersections in the SCAB that are expected to experience the highest CO concentrations. The highest CO concentration observed was at the intersection of Wilshire Boulevard and Veteran Avenue on the west side of Los Angeles near Interstate 405. The concentration of CO at this intersection was 4.6 ppm, which is well below the State and federal standards. The Wilshire Boulevard/Veteran Avenue intersection has an ADT of approximately 100,000 vehicles per day (SCAQMD 2003). The SCAB has been in attainment of federal CO standards since 2007 (CARB 2016). Monitoring stations within Los Angeles County in 2020 recorded a max concentration of 2.4 ppm for 1-hour CO and 2.0 ppm for 8-hour CO in East San Gabriel Valley 1. The federal and State 8-hour CO standards (9.0 ppm) and the federal and State 1-hour CO standards (35.0 ppm and 20.0 ppm, respectively) were not exceeded (SCAQMD 2021).

According to the City of El Monte Traffic Count Map, the 2015 traffic volumes near the project site along Valley Boulevard west of Santa Anita Avenue and along Valley Boulevard east of Tyler Avenue were 19,488 and 19,303 vehicles per day, respectively (El Monte 2015). The project would add approximately 586 daily trips. Assuming all trips traverse Valley Boulevard and enter from the same intersections, total traffic through any intersection would not exceed 20,061 vehicles per day. This is well below the SCAQMD's CO analysis of 100,000 vehicles per day; therefore, the project would not exceed the CO State and federal standards. Impacts associated with CO hotspots would be less than significant.

Localized Significance Thresholds

The LST methodology was developed to be used as a tool to analyze localized impacts associated with project-specific level proposed projects. If the calculated emissions for the proposed construction or operational activities are below the LST emission levels found on the LST mass rate look-up tables (Appendix C of LST Methodology) and no potentially significant impacts are found to be associated with other environmental issues, then the proposed construction or operation activity is not significant for air quality. The project analysis assumes main construction activity would occur immediately adjacent to the existing multi-family residence to the west. In addition, on-site sensitive receptors during construction of the city park and Phase B residential units. The allowable emissions for the project utilizes the 82 feet receptor distance, and the project is in SRA 9 (East San Gabriel Valley). Table 9 summarizes the project's maximum localized daily construction emissions from the proposed project. As shown therein, localized construction emissions for PM_{2.5} would exceed SCAQMD LST thresholds for criteria pollutants. Therefore, project construction would result in a local air quality emissions impact without mitigation. Project impacts associated with LSTs would be less than significant with Mitigation Measure AQ-1, below.

Table 9 Project LST Construction Emissions

	Maximum Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum On-site Emissions	35	60	55	<1	13	8
SCAQMD LST	N/A	113	1,733	N/A	14	6
Threshold Exceeded?	N/A	No	No	N/A	No	Yes

lbs/day = pounds per day; VOC = volatile organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM₁₀ = particulate matter with a diameter no more than 10 microns; PM_{2.5} = particulate matter with a diameter no more than 2.5 microns; SO₂ = sulfur dioxide

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

Source: CalEEMod worksheets in Appendix A, see Table 3.2 – 3.30 “Overall Construction-Unmitigated” emissions. Highest of Summer and Winter emissions results are shown for all emissions. The mitigated emissions account for project sustainability features and/or compliance with specific regulatory standards.

Toxic Air Contaminants

TACs are defined in Section 39655 of the California Health and Safety Code as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. Health effects from carcinogenic air toxins are usually described in terms of cancer risk. The SCAQMD recommends an incremental cancer risk threshold of ten in one million. “Incremental cancer risk” is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, or 70-year exposure period will contract cancer, typically based on the use of standard Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology (OEHHA 2015). The project’s construction-related activities would result in short-term, project-generated emissions of DPM exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts and is therefore the focus of this discussion (CARB 2023).

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately 10 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the California OEHHA, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period (assumed to be the approximate time that a person spends at a single household location). OEHHA recommends this risk be bracketed with 9-year and 70-year exposure periods and that health risk assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015).

The maximum on-site PM_{2.5} emissions, which are used to represent DPM emissions for this analysis,¹ would occur during site preparation and grading activities. It is assumed the site preparation and grading phase of Phase A and Phase B construction would occur simultaneously. Maximum daily on-site PM_{2.5} emissions during site preparation and grading would be approximately six pounds per day, respectively, which are well below the SCAQMD LST of 6.4 pounds per day that is designed to be protective of human health. While site preparation and grading emissions represent the worst-case condition, such activities would only occur for approximately eight days, which represents less than one percent of the typical health risk calculation periods of 9 years, 30 years, and 70 years. PM_{2.5} emissions would decrease for the remaining construction period because construction activities such as building construction and paving would require less construction equipment. Therefore, given the aforementioned, DPM generated by project construction is not expected to create conditions where the probability that the Maximally Exposed Individual would contract cancer is greater than ten in one million or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial concentrations of TACs, and impacts would be less than significant.

Upon completion of construction, the proposed project would involve the operation of residential uses on the site. The project's operational uses do not include the types of uses that generate substantial TAC emissions (e.g., distribution centers, rail yards, ports, refineries, etc.). Therefore, operation of the project would not expose sensitive receptors to substantial concentrations of TACs. This impact would be less than significant.

Mitigation Measures

AQ-1 Fugitive Dust Control

All unpaved demolition and construction areas shall be wetted at least three times per day during excavation and construction. The project applicant shall provide proof that this requirement is incorporated into applicable project plans and construction contracts to the City of El Monte prior to the issuance of a grading permit.

Significance After Mitigation

With incorporation of Mitigation Measure AQ-1, the project would reduce fugitive PM_{2.5} emissions by approximately 33 percent. As shown in Table 10, with incorporation of Mitigation Measure AQ-1, PM_{2.5} emissions would be below LST thresholds. Therefore, construction activities would not expose sensitive receptors to criteria pollutants and construction-related health impacts would be less than significant with mitigation incorporated.

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¹ It can be conservatively assumed that DPM emissions would be equivalent to PM_{2.5} because PM_{2.5} emissions make up 92 percent of total diesel off-road equipment (e.g., construction equipment) PM emissions based on SCAQMD guidance (SCAQMD 2006).

Table 10 Mitigated Project LST Construction Emissions

Year	Maximum Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum On-site Emissions	35	60	55	<1	10	6
SCAQMD LST	N/A	113	1,733	N/A	14	6
Threshold Exceeded?	N/A	No	No	N/A	No	No¹

lbs/day = pounds per day; VOC = volatile organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM₁₀ = particulate matter with a diameter no more than 10 microns; PM_{2.5} = particulate matter with a diameter no more than 2.5 microns; SO_x = sulfur oxide

¹ The project would emit 6.04 lbs/day of PM_{2.5}, which is below SCAQMD LST threshold of 6.4 lbs./day for PM_{2.5}

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips

Source: CalEEMod worksheets in Appendix A, see Table 3.2 – 3.30 “Overall Construction-mitigated” emissions. Highest of Summer and Winter emissions results are shown for all emissions. The mitigated emissions account for project sustainability features and/or compliance with specific regulatory standards.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

During construction of the proposed project, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be intermittent and temporary and would cease upon completion, and odors disperse with distance. In addition, project construction would be required to comply with SCAQMD Rule 402, which specifies that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Overall, project construction would not generate other emissions, such as those leading to odors, affecting a substantial number of people. Construction-related impacts would be less than significant.

With respect to operation, the SCAQMD’s *CEQA Air Quality Handbook* (1993) identifies land uses associated with odor complaints as agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding. Residential and park uses are not identified on this list. In addition, solid waste generated by the proposed on-site uses would be properly stored in lidded dumpsters and/or trash cans and collected by a contracted waste hauler, ensuring that on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Therefore, the proposed project would not generate other emissions such as those leading to odors affecting a substantial number of people, and no operational impact would occur.

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4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input 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 local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 a 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"/>

The analysis presented in this section is based on a review of available technical information regarding biological resources in the project vicinity. In order to obtain comprehensive information regarding the presence or potential presence of sensitive biological resources (including special status species, sensitive communities, and jurisdictional waters and wetlands) in the vicinity of the project site, queries of the United States Fish and Wildlife Service (USFWS) Environmental Conservation Online System (ECOS): Information, Planning and Conservation System (IPaC) (USFWS 2023a), USFWS Critical Habitat Portal (USFWS 2023b), USFWS National Wetland Inventory (NWI) (USFWS 2023c), California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) (CDFW 2022a), CDFW Biogeographic Information and Observation System (BIOS) (CDFW 2022b) and California Native Plant Society (CNPS) Online Inventory of Rare, Threatened and Endangered Plants of California (CNPS 2022) were conducted.

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

The undeveloped project site encompasses approximately 4.95 acres and is in an urbanized area of the city primarily developed with commercial and residential land uses. The literature review (Appendix B) identified 16 special status plants, 20 special status wildlife species, and two special status plant communities within the project site vicinity. Based on a site visit conducted on October 20, 2021, the site contains paved and vegetated areas. The vegetation is ruderal and consists of non-native grasses and shrubs and ornamental trees. Ornamental trees and shrubs include Southern magnolia (*Magnolia grandiflora*), guava (*Psidium guajava*), tree of heaven (*Ailanthus altissima*), and Mexican fan palm (*Washingtonia robusta*).

Due to the urban and disturbed nature of the project site, special-status plant and wildlife species are not expected to occur on the project site or in adjacent areas. Although heavily disturbed, the project site has the potential to provide minimal foraging and nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that are adapted to disturbed areas and urban environments.

Migratory or other common nesting birds, while not designated as special-status species, are protected by the California Fish and Game Code (CFGF) and Migratory Bird Treaty Act (MBTA) and may nest in the trees, shrubs, and grasses on-site. Therefore, construction of the project has the potential to directly (by destroying a nest) or indirectly (by creating construction noise, dust, and other human disturbances that may cause a nest to fail) impact nesting birds protected under the CFGF and MBTA. Implementation of Mitigation Measure BIO-1 would ensure compliance with the CFGF Section 3503 and the MBTA with respect to nesting birds by reducing the impact through pre-construction nesting bird surveys and avoidance of active nests.

Mitigation Measure

BIO-1 Nesting Bird Avoidance

Prior to issuance of grading permits, the following measures shall be implemented:

- To avoid disturbance of nesting birds, including raptorial species protected by the MBTA and CFGF, construction activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31). If construction must begin during the breeding

season, then a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of construction activities. The nesting bird pre-construction survey shall be conducted on foot inside the project site, including a 100-foot buffer, and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in Southern California.

- If nests are found, an avoidance buffer shall be demarcated by a qualified biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No parking, storage of materials, or construction activities shall occur within this buffer until the biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.
- A survey report by the qualified biologist documenting and verifying compliance with the mitigation and with applicable State and federal regulations protecting birds shall be submitted to the City. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.

Significance After Mitigation

Implementation of Mitigation Measure BIO-1 would avoid significant impacts to nesting birds. Furthermore, the site would include trees as part of the project's landscaping and would continue to provide nesting sites in an urban residential neighborhood, consistent with existing conditions. Therefore, impacts would be less than significant with mitigation incorporated.

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- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Plant communities are considered sensitive biological resources if they have limited distributions, have high wildlife value, including sensitive species, or are particularly susceptible to disturbance. CDFW ranks sensitive communities as "threatened" or "very threatened." The project is in a developed urban area and is not located within a vegetated or open space area. The project site is dominated by paved areas, ornamental trees, and non-native grasses and shrubs. These existing shrubs and grasses do not constitute a sensitive natural community. Additionally, there is no riparian habitat on or near the project site (USFWS 2023c). Therefore, the proposed project would not have a substantial adverse effect on riparian habitat or other sensitive natural communities since none exist on the site or in nearby areas. No impact would occur.

NO IMPACT

- c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No riparian habitats, wetlands, or other water features have been identified on the project site. The nearest mapped waterway is the Rio Hondo, located approximately 0.17-mile west of the project site (USFWS 2023c). There is a paved parking lot and commercial building separating the project site and the Rio Hondo (refer to Figure 2). According to the USFWS NWI, the Rio Hondo is Riverine and is classified as R4SBCx (Riverine, Intermittent, Streambed, Seasonally Flooded, Excavated) (USFWS 2023c). It is concrete-lined in the vicinity of the project site and does not appear to contain vegetation or other habitat. Furthermore, there is no connection of this waterway to the project site. Therefore, the proposed project would not directly or indirectly have a substantial adverse effect on State or federally protected wetlands or other jurisdictional waters. Potential impacts would be less than significant.

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- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Wildlife corridors are generally defined as connections between habitat areas that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as between foraging and denning areas, or they may be regional in nature, allowing movement across the landscape. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Examples of barriers or impediments to movement include housing and other urban development, roads, fencing, or open areas with little vegetative cover.

As discussed above, the project site is in an urban area of the city surrounded by roads, commercial development, and residential neighborhoods. The site is located approximately two miles northeast of the nearest open space (Whittier Narrows Recreation Area) and is separated from open space areas by existing development and roadways. The project site does not contain any natural communities or habitat that would be expected to support native wildlife nurseries or the movement of species. While the project site is undeveloped, it consists of paved areas, non-native grasses, ornamental trees, and shrubs of low habitat quality and does not form a natural community or constitute a habitat area. Additionally, the site does not provide connections to any nearby habitat areas, such as Whittier Narrows Recreation Area and Hacienda Hills. Therefore, the proposed project would not result in impacts to the movement of native or migratory species or the use of native wildlife nursery sites. No impact would occur.

NO IMPACT

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Chapter 14.03 of the EMMC regulates the preservation, protection, and removal of trees on public and private property in the city. The EMMC provides permitting requirements for removals of Protected Trees, which include any public tree, Native Tree, or Heritage Tree. A public tree is defined as a tree planted in the public right-of-way, park, parkway, median, easement or on any other city-owned property. A Native Tree is defined as any tree with a trunk more than eight inches

in diameter measured at a height of four and one-half feet above natural grade that is one of the following species: coast live oak (*Quercus agrifolia*), Engelmann oak (*Quercus engelmannii*), canyon oak (*Quercus chrysolepis*), California sycamore (*Platanus racemose*), California walnut (*Juglans californica*), scrub oak (*Quercus berberidifolia*), valley oak (*Quercus lobata*), California bay (*Umbellularia California*), cottonwood (*Populus remontii*), California alder (*Alnus rhombifolia*), black cottonwood (*Populus trichocarpa*), arroyo willow (*Salix lasiolepis*), California buckeye (*Aesculus California*), and California redwood (*Sequoia sempervirens*)

A Heritage Tree is a tree, shrub, or plant located on private and/or public property that meets the following requirements:

- Any woody plant having a single trunk circumference of 36 inches or more measured at breast height, a point 4.5 feet above the natural grade.
- Any multi-trunk tree whose multiple trunk have a combined circumference of 75 inches or more measured at a point 4.5 feet above the root crown.
- Any tree that is 35 feet or more in height as measured from the root crown to the highest point above the root crown.
- Any stand of trees the nature of which makes each dependent upon the others for survival.
- Any other tree as may be deemed historically or culturally significant by the City Arborist or the Economic Development Director because of its size, connection to the city's history or lore, location, or aesthetic qualities.

An Arborist Report was prepared for the project site on October 19, 2023, and is included as Appendix J to this IS-MND. According to the Arborist Report, there are a total of 32 existing trees – eight within the site and 24 immediately adjacent to the site along the eastern and western project site boundaries. Of the 32 trees, there are three southern magnolias (*magnolia grandiflora*), four date palms (*Phoenix dactilyfera*), five coast live oak (*Quercus agrifolia*), five Tree of Heaven (*Ailanthus altimssima*), and 15 London plant trees (*Platamus acerifolia*).

Southern Magnolia (magnolia grandiflora)

The three magnolias (Trees 1-3) are located within the central portion of the project site and are considered to meet the standard of a Heritage Tree. Project grading would expose these magnolias to widespread root system encroachment; therefore, all three magnolias (Trees 1-3) are proposed for removal.

Date Palm (Phoenix dactilyfera)

The four date palms (Trees 4-7) are located off-site along the southern end of the eastern project site boundary. The four date palms are considered exempt from the provisions EMMC Chapter 14.03 (as specified in EMMC Chapter 14.03.050.G). No special attention would be required to conserve the date palms.

Coast Live Oak Tree (Quercus agrifolia)

The five coast live oak trees (Trees 8-12) are located off-site along the eastern project site boundary. Trees 9-12 are considered to be Heritage Trees; however, Tree 8 does not meet the size characteristics to be considered a Heritage Tree. Nonetheless, Tree 8 is still designated for long-term conservation. Trees 8, 9, and 12 are reasonably well enough removed from the nearest

encroachments/boundary wall to be effectively conserved without too much special attention. Trees 10 and 11 would be exposed to much more effects of encroachment given their proximity.

Tree of Heaven (Ailanthus altimmsima)

The five Tree of Heaven (Trees 13-17) are within a portion of the project site. Trees 13, 15, 16, and 17 are considered to meet the standard for a Heritage Tree; however, Tree 14 does not meet the criteria. Because these trees are subject to severe encroachment from project grading, and are poor candidates for conservation, all Tree of Heaven (Trees 13-17) are proposed for removal.

London Plane Tree (Platanus acerifolia)

The 15 London plane trees (Trees 18-32) are located along the adjacent retail property to the west of the project site. The London plan tree proximities to the western project site boundary, which could expose their root systems to mechanical damage if a standard wall is constructed in the location of the existing chain link boundary fence.

In summary, all 28 trees, except for one of the coast live oak trees (Tree 8) and one of the Tree of Heaven (Tree 14), meet the size criteria to be considered Heritage Trees as defined in the EMMC. The four palm trees (Trees 4-7) are exempt from protection under EMMC Chapter 14.03. Trees 4-12 and 18-32 are proposed for conservation in place and Trees 1-3 and 13-17, which are located within the central project site, are proposed for removal. Chapter 14.03 of the EMMC requires permitting procedures and tree replacement for the removal of Heritage Trees on or near the project site (as described in Mitigation Measure BIO-2 and BIO-3) and protection measures for Heritage Trees that would be conserved on the project site (as described in Mitigation Measure BIO-4). Therefore, with implementation of Mitigation Measures BIO-2 through BIO-4, the proposed project would not conflict with any local policies or ordinances protecting biological resources and impacts would be less than significant.

Mitigation Measure

BIO-2 Permit and Tree Report

Prior to the issuance of a building permit, the applicant shall file an application for a tree removal permit together with any required fees as set by resolution of the City Council. The application shall be submitted with a report which shall contain information as determined by the City Arborist to be necessary for evaluating the proposed removal of the Protected Trees on the project site and shall include, but not be limited to the following information:

- 1) A statement as to reasons for removal or recirculation
- 2) The number, species, and size (circumference as measured four and one-half feet from ground level) and height of tree;
- 3) The location of all trees on-site on a plot plan in relation to structures and improvements (e.g., streets, sidewalks, fences, slopes, retaining walls, etc.);
- 4) Photographs of the trees to be removed or relocated;
- 5) If the tree is proposed to be relocated, the relocation site shall be identified and site preparation and relocation methods described;
- 6) Proposed method of removal or relocation;

- 7) The health of any tree declared dead, diseased, infested, or dying shall be determined by a Certified Arborist; and
- 8) Protected tree replacement plan the substantive features and content of which shall be established by the City Arborist.

Upon receipt of the application, the City Arborist shall visit and inspect the project site and trees proposed for removal. The City Arborist shall grant the issuance of a tree removal permit if tree conditions create a hazardous condition, pose a threat to health and safety, are dead, severely diseased or decayed, infested, and in a state of irreversible decline, have an abnormal and incorrecable structure or appearance, interfere with utilities, or cause damage to structures. The standard tree removal permit shall be valid for a period of 90 days, unless an extension is requested 14 days prior to the expiration of the permit.

BIO-3 Tree Replacement

All removed protected trees shall be replaced with a tree ratio of 2:1. Two 36-inch box trees with a minimum height of 12 feet shall be planted with suitable species selected from the City's recommended tree palette and with the approval from the Community and Economic Development Department. If any trees cannot be planted on the project site, 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 of the El Monte Municipal Code. The tree fund shall consist of fees generated as a result of tree replacement requirements as well as general donations for public tree planting.

BIO-4 Retained Tree Protection

Prior to the commencement of project-related construction or demolition activities and until the issuance of a certificate of occupancy or a temporary certificate of occupancy, the applicant shall adhere to the following tree protection measures stated in the El Monte Municipal Code Section 14.03.040, unless the Protected Trees are authorized for removal pursuant to a tree removal permit described in Mitigation Measure BIO-2.

- 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 the El Monte Municipal Code;
- 5) Design utility services and irrigation lines to be located outside of the protected zone of a Protected Tree to the extent reasonable feasible;
- 6) Notify the City Arborist 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 City Arborist 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 removed pursuant to a retroactively issued permit pursuant to Chapter 14.03 of the El Monte Municipal Code.

Significance After Mitigation

Implementation of Mitigation Measures BIO-2 through BIO-4 would ensure the protection of Trees 4-12 and 18-32, and removal of Trees 1-3 and 13-17 in accordance with the EMMC. Therefore, impacts would be less than significant with mitigation incorporated.

Less than Significant with Mitigation Incorporated

- f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The project site is not located within or near an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other approved habitat conservation plan at the local, regional, or State levels (CDFW 2019). Therefore, no impact would occur.

NO IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This section analyzes the proposed project’s potential impacts related to cultural resources, including historical and archeological resources as well as human remains. The analysis in this section is based, in part, on a Cultural Resources Study prepared for the Paseo Santa Fe Project by Rincon Consultants in November 2021. The investigation consisted of a California Historical Resources Information System (CHRIS) records search of the project site as well as a 0.25-mile radius around the project site at the South Central Coastal Information Center (SCCIC), a review of historical topographic maps and aerial imagery, a search of the Sacred Lands File (SLF) through the Native American Heritage Commission, and a pedestrian field survey. The Cultural Resources Study is provided in full as Appendix C.

The SCCIC records search identified 30 previously recorded cultural resources within 0.25-mile radius as a result of the SCCIC records search. All 30 resources recorded within the project site and radius are historic-period resources, 29 of which are built environment resources (25 historic-period buildings, three historic-period structures, and one historic-period object), and one is a historic-period archaeological site. Ten previously recorded resources are recorded within the project site. All ten resources were recommended not eligible for listing on the CRHR and have since been demolished.

Rincon also requested a review of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC) in June of 2021. The NAHC sent a response on July 27, 2021 stating that the results of the SLF search were positive for the presence of Native American cultural resources within the project site.

Rincon conducted a pedestrian field survey of the project site on August 26, 2021. The project site was intensively surveyed and was subject to a 100 percent coverage survey. Modern construction debris, trash, and gravel were observed throughout the project site, as well as current construction and staging activities. One building was identified within the project site; however, as the building was built in 1986 and is not 45 years of age it does not qualify as a historical resource and does not necessitate a historical resources evaluation per the guidance of the California Office of Historic

Preservation. Results of the field survey identified no evidence of archaeological remains or the remnants of historic built-environment resources within the project site.

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

The background research conducted for the project identified ten previously recorded built environment resources within the current project site, all of which were recommended not eligible for listing in the CRHR. The pedestrian field survey confirmed that all ten have since been demolished. While one existing building was identified within the project site, the building is not over 45 years of age and, therefore, does not necessitate historical resources evaluation per the guidance of the California Office of Historic Preservation. No built environment resources are present that may be impacted by the project; therefore, there would be no impact to historical resources.

NO IMPACT

- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

Although the SLF search was returned with positive results, no archaeological resources were identified during the pedestrian survey or additional background research. Given the negative results of this study and the level of previous ground disturbance to the site (i.e., demolition of buildings, grading, and construction activities), the project site is considered to have low archaeological sensitivity. However, it is possible that unanticipated archaeological deposits and/or human remains could be encountered and damaged during the ground-disturbing activities associated with construction (such as grading and excavation), especially if those activities occur in less-disturbed buried sediments. Therefore, impacts to archaeological resources would be potentially significant. Mitigation Measure CUL-1 requires a Worker's Environmental Awareness Program (WEAP) training prior to commencement of any ground-disturbing activities. Mitigation Measure CUL-2 provides for the unanticipated discovery of archaeological resources. The measure stipulates that if unanticipated cultural resources are encountered during ground-disturbing activities, a qualified archaeologist will evaluate the find and determine if the resource requires evaluation for listing on the CRHR. In the event of an unanticipated discovery of cultural resources, appropriate treatment measures would be developed pursuant to these mitigation measures and implemented to reduce any significant impact to a less-than-significant level.

Mitigation Measures

CUL-1 Worker's Environmental Awareness Program

Prior to commencement of any ground-disturbing activity, all workers shall attend the project's Worker's Environmental Awareness Program (WEAP) training to recognize archaeological resources should such resources be unearthed during ground-disturbing construction activities. The training will include a brief review of the cultural sensitivity of the area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of archaeological resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols.

CUL-2 Unanticipated Discovery of Archaeological Resources

In the unlikely event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work in the immediate area should be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) will be contacted immediately to evaluate the find. If the find is prehistoric, then a Native American representative will be contacted to participate in the evaluation of the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historic Resources (CRHR) eligibility. If the discovery proves to be eligible for listing in the CRHR and cannot be avoided additional work, such as testing and data recovery excavations, may be warranted to mitigate any significant impacts to cultural resources to less than a significant level.

Significance After Mitigation

Implementation of Mitigation Measures CUL-1 and CUL-2 would reduce impacts to a less than significant level by ensuring archaeological resources are evaluated and treated accordingly.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- c. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

No human remains are known to be present within the project site; however, the discovery of human remains is always a possibility during ground disturbing activities. As described in Mitigation Measure CUL-3, if human remains are found, the State of California Health and Safety Code Section 7050.5 states that "...no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98." In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be of Native American origin, the Coroner would be required to notify the NAHC, which would determine and notify a MLD. The MLD would have 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner would be required to reinter the remains in an area of the property secure from subsequent disturbance. With adherence to Mitigation Measure CUL-3, impacts to human remains would be less than significant.

Mitigation Measures

CUL-3 Unanticipated Discovery of Human Remains

The discovery of human remains is always a possibility during ground-disturbing activities. In the event of an unanticipated discovery of human remains, all ground-disturbing activities in the vicinity of the discovery will be immediately suspended and redirected elsewhere. All steps required to comply with State of California Health and Safety Code Section 7050.5 and PRC Section 5097.98 will be implemented including contacting the Los Angeles County Department of Medical Examiner-Coroner. If the human remains are determined to be prehistoric, the coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete an inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access.

Significance After Mitigation

Implementation of Mitigation Measure CUL-3 would reduce impacts to a less than significant level by ensuring human remains are evaluated and treated accordingly.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

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

a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

The proposed project would consume energy during the construction and operation of the multi-family residential units. The proposed project would install a renewable energy system as required under the California Energy Commission’s (CEC) Building Energy Efficiency Standards to create electricity that would power the residential units to heat and cool the buildings. In addition, the proposed project would consume gasoline and diesel fuels by on-road construction equipment during construction, including haul and vendors trucks and operational vehicle mobile emissions to and from the project site. Southern California Edison (SCE) and Southern California Gas Company (SoCalGas) would provide electricity and natural gas to the project site.

Most of California’s electricity is generated in-state with approximately 30 percent imported from the northwestern and southwestern states in 2021. However, California relies on out-of-state natural gas imports for nearly 90 percent of its supply (CEC 2023a and 2023b). In addition, approximately 31 percent of California’s electricity supply in 2021 came from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2023a). In 2018, Senate Bill 100 accelerated the State’s Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy and zero-carbon resources to 31 percent of total retail sales by 2021, 60 percent by 2030, and 100 percent by 2045. Table 11 summarizes the electricity and natural gas consumption for Los Angeles County, in which the project site would be located, and for SCE and SoCalGas, as compared to statewide consumption.

Table 11 2021 Electricity and Natural Gas Consumption

Energy Type	Los Angeles County	SCE/SoCalGas	California	Proportion of SCE/SoCal Gas Consumption	Proportion of Statewide Consumption ¹
Electricity (GWh)	65,375	81,129 ²	279,510	80.1% ²	23.4% ²
Natural Gas (millions of therms)	2,881	5,101 ³	12,332	56.5% ³	23.4% ³

GWh = gigawatt-hours

¹ For reference, the population of Los Angeles County (9,761,210 persons) is approximately 25.1 percent of the population of California (38,940,231 persons) (DOF 2023).

²Southern California Edison Provider

³Southern California Gas Provider

Source: CEC 2021a; CEC 2021b; CEC 2021c; CEC 2021d

Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with California being one of the top petroleum-producing states in the nation (CEC 2021c). Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in California with approximately 13.6 billion gallons sold in 2022 (CEC 2022). Diesel, which is used primarily by heavy-duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used fuel in California representing 17 percent of total fuel sales (CEC 2023e). Table 12 summarizes the petroleum fuel consumption for Los Angeles County, as compared to statewide consumption.

Table 12 2021 Annual Gasoline and Diesel Consumption

Fuel Type	Los Angeles County (million gallons)	California (million gallons)	Proportion of Statewide Consumption ¹
Gasoline	2,770	11,173	24.8%
Diesel	299	1,626	18.4%

¹ For reference, the population of Los Angeles County (9,761,210 persons) is approximately 25.1 percent of the population of California (38,940,231 persons) (DOF 2023).

Source: CEC 2023d

Methodology

Fuel consumption associated with project construction and operation was estimated based on the CalEEMod outputs (Appendix A). The project assumptions for CalEEMod are described under Section 3, *Air Quality*. The project’s fuel consumption during construction activities was estimated based on the applicant-provided construction schedule. In addition, the default CalEEMod assumption for the number of construction equipment and construction vehicle trips (e.g., worker and vendor trips). The proposed project would require removing approximately 6,355 cubic yards of soil, adding 795 hauling round trips for soil export. See Appendix A for construction equipment and vehicle fuel consumption calculations.

Operational fuel consumption was based on the project’s anticipated average daily vehicle trips, and the project’s residential consumptions of electricity and natural gas. Vehicle miles traveled (VMT)

per trip were based on the Transportation Study Screening Assessment prepared by Ganddini Group, Inc. Annual VMT is calculated and found in the CalEEMod outputs. Operational fuel consumption is estimated by multiplying the annual VMT by the default CalEEMod fleet mix and the average fuel economy. See Appendix A for the operational fuel consumption calculations of the project.

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

The proposed project would use nonrenewable and renewable resources for the construction and operation of the project. The anticipated use of these resources is detailed in the following subsections. As supported by the discussion below, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources that would result in a significant environmental impact.

Construction Energy Demand

The project would require site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. The consumption of electricity and natural gas to power the project’s off-road construction vehicles and equipment would be negligible based on standard construction vehicle fleet mix fuel consumption. As shown in Table 13, project construction would require approximately 69,546 gallons of gasoline and approximately 130,231 gallons of diesel fuel. These construction energy estimates are conservative because they assume that the construction equipment used in each phase of construction is operating every day of construction.

Table 13 Estimated Fuel Consumption during Construction (gallons)

Source	Gasoline	Diesel
Construction Equipment & Hauling Trips	–	130,231
Construction Worker Vehicle Trips	69,546	–

See Appendix A for energy calculation sheets.

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations (CCR) Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as California’s Green Building Standards Code (CALGreen; CCR, Title 24, Part 11), the project would comply with construction waste management practices to divert a minimum of 65 percent of construction and demolition debris. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a

manner that is wasteful or unnecessary. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operational Energy Demand

Natural gas for the proposed project would be provided by SoCalGas and electric service for the proposed project would be provided by SCE. Operation of the proposed residential units would increase area energy demand from greater electricity, natural gas, and gasoline consumption compared to current conditions on the undeveloped site. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the project buildings. Gasoline and diesel fuel consumption would be used for motor vehicle travel to and from the project site.

Table 14 summarizes the estimated operational energy consumption for the proposed project. As shown therein, project operation would require approximately 76,234 gallons of gasoline and 12,996 gallons of diesel for transportation fuels. The project would require 0.33 GWh of electricity per year and 10,393 U.S. therms of natural gas per year. However, the proposed project would be required to comply with the most recent iteration of Title 24, and incorporate the most updated rooftop solar requirements at the time of construction, which would reduce electricity consumption drawn from the grid. Residential vehicle trips would represent the greatest operational use of energy associated with the proposed project.

Table 14 Estimated Project Annual Operational Energy Consumption

Source	Energy Consumption ¹	MMBtu Conversion
Transportation Fuels ²		
Gasoline	76,234 gallons	8,369 MMBtu
Diesel	12,996 gallons	1,656 MMBtu
Electricity	0.33 GWh	1,125 MMBtu
Natural Gas Usage	10,393 U.S. therms	966 MMBtu
Total Energy Consumption		12,116MMBtu

MMBtu = million metric British thermal units; GWh = Gigawatt hours

¹ Energy consumption is converted to MMBtu for each source

² The estimated number of average daily trips associated with the project is used to determine the energy consumption associated with fuel use from operation of the project. According to CalEEMod calculations (see Appendix A), the project would result in approximately 586 daily trips.

Source: Appendices A and I

The project would be required to comply with the standards established in the CCR Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. CALGreen (CCR, Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. Furthermore, the 2019 Building Energy Efficiency Standards (Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the CEC. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy.

The proposed project would be required to comply with the most recent iteration of Title 24, and incorporate the most updated rooftop solar requirements at the time of construction. Therefore,

the proposed project would not lead to wasteful, inefficient, or unnecessary consumption of energy resources.

LESS-THAN-SIGNIFICANT IMPACT

b. *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

New development on the project site would result in increased energy consumption through electricity to power facilities, natural gas for heating and cooking, and petroleum use from motor vehicles used by residents. The City has not adopted any local plans for renewable energy or energy conservation; however, the City's Community Design, Land Use, and Housing Elements of the General Plan include the following policies related to sustainability and energy efficiency:

- **Policy CD-4.5 Sustainability.** Encourage "green building" and environmentally sustainable design concepts with respect to energy conservation, water conservation, storm drainage, etc.
- **Policy H-2.2 Major Corridors.** Direct the production of quality mixed/multiuse projects along major corridors, including Valley Boulevard, Durfee Road, Peck Road, and Garvey Avenue to allow for efficient land use practices, improved mobility, and energy conservation.
- **Policy LU-9.7 Housing Design.** In concert with expectations for architecture in the Community Design Element and corridor implementation plans, require excellence in residential architecture design and construction practices exemplified by the following principles:
 - **Materials.** Use high-quality, natural building materials, such as stucco, plaster, stone, and wood surfaces. Prohibit reflective glass, glossy surfaces, or poor imitation materials;
 - **Durability.** Materials and design should evidence high attention to durability (without sacrificing aesthetics) that will withstand weather, use, and the test of time;
 - **Aesthetics.** Structural appearance should incorporate thoughtful design in rooflines, facades, entryways, building orientation, and site layout;
 - **Functionality.** Residential buildings must be designed in a manner to fulfill the functional needs of housing, including size of units, parking needs, and other accommodations; and
 - **Sustainability.** Incorporate green building techniques, energy efficiency, and other sustainable building technologies into new housing balanced with the overriding need for aesthetics.

The project would also be subject to State requirements for energy efficiency, including the mandatory measures for residential development contained in the 2022 CALGreen and Title 24 Building Energy Efficiency Standards. The proposed project would be required to comply with the most recent iteration of Title 24, and incorporate the most updated rooftop solar requirements at the time of construction. Additionally, the project would include a raceway to accommodate a dedicated 208/240-volt branch circuit to be EV ready for each proposed garage, water-efficient appliances and fixtures in every residential unit, as well as drought tolerant landscaping and water efficient irrigation systems, in accordance with the CALGreen standards, which would reduce the project's water use and energy needed to provide water to the project. These sustainability features align with the energy efficiency goals established in the City's Community Design, Land Use, and Housing Elements. Therefore, the project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and there would be a less-than-significant impact.

LESS-THAN-SIGNIFICANT IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 potentially 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 in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A geotechnical report was prepared for the proposed project by LGC Geotechnical, Inc. (LGC), dated February 10, 2023, and included as Appendix D. The purpose of the report is to evaluate the existing on-site geotechnical conditions and to provide geotechnical recommendations, including infiltration testing, relative to the proposed project.

- a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*
- a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

The project site is in a seismically active area of Southern California. A fault that has ruptured in at least the last 11,700 years is considered to have a higher potential of future seismicity and is considered an active fault by the Alquist-Priolo Earthquake Fault Zoning Act. Faults with evidence of longer earthquake frequency events are considered to have a lower potential of future seismicity. According to California Geological Survey (CGS) and the project's geotechnical report (Appendix D), the project site is not located in an Alquist-Priolo Fault Zone (CGS 2021; LGC 2023). However, the site is situated in a region subject to strong earthquakes occurring along active faults.

The closest known active faults to the site are the East Montebello Fault, which is located approximately three miles southwest of the project site, the Raymond Fault, which is located approximately four miles north of the project site, and the Whittier Fault, located approximately seven miles southeast of the project site. The possibility of ground acceleration, or shaking at the site, may be considered as approximately similar to the Southern California region as a whole.

To reduce geologic and seismic impacts, the City regulates development through the requirements of the California Building Code (CBC). The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction. The earthquake design requirements of the CBC consider the occupancy category of the structure, site class, soil classifications, and various seismic coefficients. The CBC provides standards for various aspects of construction, including but not limited to excavation, grading, earthwork, construction, preparation of the site prior to fill placement, specification of fill materials, fill compaction and field testing, retaining wall design and construction, foundation design and construction, and seismic requirements. It includes provisions to address issues such as (but not limited to) ground shaking. In accordance with California law, project design and construction would be required to comply with provisions of the CBC. Because the project would comply with the CBC and because the project would not exacerbate existing ground shaking hazards, impacts related to seismically induced ground shaking and fault rupture would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction is a process whereby soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. Typically, liquefaction occurs in areas where there are loose soils and the depth to groundwater is less than 50 feet from the surface. Likewise, earthquakes can cause landslides in areas with unstable slopes and terrain.

The entire City, including the project site, is located within a mapped liquefaction zone (CGS 2021). While the project site is in a seismically active area and is susceptible to liquefaction, the project would be required to minimize this risk, to the extent feasible, through the incorporation of applicable CBC standards. The design and construction of the project would conform to the current seismic design provisions of the CBC, which incorporates the latest seismic design standards for structural loads and materials, as well as provisions from the National Earthquake Hazards Reduction Program, to mitigate losses from an earthquake, including liquefaction, and provide for the latest in earthquake safety. Furthermore, the project site's conditions would be improved through the removal and recompaction of low density near-surface soils, which is described in the recommendations of the project's geotechnical report. Mitigation Measure GEO-1 would require the project to implement all recommendations of the project's geotechnical report; therefore, with implementation of Mitigation Measure GEO-1, project liquefaction impacts would be reduced to a less-than-significant level.

Mitigation Measures

GEO-1 Geotechnical Design

Prior to the issuance of grading permits and/or building permits, the City shall review and approve all project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits to ensure compliance with the applicable recommendations from the project's geotechnical report and other applicable El Monte Municipal Code requirements.

Specific design considerations as outlined in the geotechnical report prepared by LGC Geotechnical, Inc. shall be implemented to minimize the risk for geological hazards included in the project construction plans. Below is a summary of the specific design considerations for site earthwork, foundation, soil bearing and lateral resistance, lateral earth pressures for retaining walls, control of surface water and drainage control, and asphalt pavement.

- Earthwork at the site shall consist of removal of existing asphalt surface obstructions and demolition debris.
- Upper loose/compressible soils shall be temporarily removed and recompacted as properly compacted fills.
- Within pavement and hardscape areas, temporary removal and recompaction shall extend to a depth of at least two feet below existing grade or two feet below the bottom of the pavement section, whichever is deeper.
- Material to be placed as fill shall be brought to near-optimum moisture content and recompacted to at least 90 percent relative compaction.
- Retaining wall backfill shall consist of sandy soils with a maximum of 35 percent fines per American Society for Testing and Materials Test Method D1140 and a "Very Low" expansion potential.

- Post-tensioned foundations shall be designed for the more conservative of the differential seismic settlement or the post-tension parameters provided in Table 3 of the geotechnical report.
- Moisture conditioning of the subgrade soils is recommended prior to trenching the foundation. The recommendations specific to the anticipated site soil conditions are presented in Table 5 of geotechnical report.
- An allowable soil bearing pressure of 1,500 pounds per square foot (psf) may be used for the design footings having a minimum width of 12 inches and minimum embedment of 12 inches below lowest adjacent ground surface.
- An allowable passive lateral earth pressure of 225 psf per foot of depth to a maximum of 2,250 psf may be used for the sites of footings poured against properly compacted fill.
- Lateral earth pressures for approved native sandy or import soils meeting indicated project requirements are provided in Table 4 of the geotechnical report. These lateral earth pressures have a maximum of 35 percent fines and a “Very Low” expansion potential.
- Compacted finished grade soils adjacent to proposed residences shall be sloped away from the proposed residence and towards an approved drainage device or unobstructed swale.
- A preliminary design R-value of 35 and calculated pavement sections for assumed Traffic Indices (TI) of 5.0 (or less), 5.5, and 6.0 shall be used.

Significance After Mitigation

Implementation of Mitigation Measure GEO-1 would ensure the project would be designed to reduce the risk for seismic-related ground failure, including liquefaction to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The project site and surrounding area are relatively flat. According to the CGS, the project site is not located in an area subject to landslides caused by earthquakes, nor is it downslope from an area subject to seismically induced landslides (CGS 2021). Implementation of the project would not exacerbate the existing risk of earthquake-induced landslides in the immediate vicinity because the project would not directly result in a seismic event or destabilize soils prone to landslide. Therefore, the risk of earthquake-induced landslides at the project site is low and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

The proposed project involves the construction of a new multi-family residential community, park, and pedestrian paseo on a project site that is currently vacant. Construction activities have the potential to result in soil erosion, particularly during grading and excavation activities. Fugitive dust caused by strong wind and/or earth-moving operations during construction would be minimized through compliance with SCAQMD Rule 403, which prohibits visible particulate matter from crossing property lines. Standard practices to control fugitive dust emissions include watering of active grading sites, covering soil stockpiles with plastic sheeting, and covering soils in haul trucks with

secured tarps. In addition, the potential for project construction activities to result in increased erosion and sediment transport by stormwater to surface waters would be minimized because the project would be required to comply with a Construction General Permit, which is issued by the State Water Resources Control Board (SWRCB). The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP), which outlines best management practices (BMPs) to reduce erosion and topsoil loss from stormwater runoff (also refer to the discussion in Section 10, *Hydrology and Water Quality*). Compliance with the Construction General Permit would ensure that BMPs are implemented during construction and minimize substantial soil erosion or the loss of topsoil. Upon completion of construction, the project site would be stabilized with landscaping and paving, and operational activities would not result in soil erosion. Therefore, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- c. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

Lateral spreading is the horizontal movement or spreading of soil toward an open face. Lateral spreading may occur when soils liquefy during an earthquake event, and the liquefied soils with overlying soils move laterally to unconfined spaces. Due to the lack of nearby “free face” conditions, the potential for lateral spreading is considered very low. Therefore, lateral spreading impacts would be less than significant.

Subsidence is the sudden sinking or gradual downward settling of the earth’s surface with little or no horizontal movement. Subsidence is caused by a variety of activities that include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. Collapse potential refers to the potential settlement of a soil under existing stresses upon being wetted. As discussed under Impact 7.a.1 through 7.a.4, the proposed project is in a seismically active area. Nearly the entire City is within a liquefaction zone. However, the project would be required to comply with CBC requirements. In addition, as described in Mitigation Measure GEO-1, the project would be required to comply with recommendations outlined in the project’s geotechnical investigation (Appendix D).

Based on recommendations in the project’s geotechnical investigation, measures related to grading would include, but not be limited to, removal and recompaction depths and limits, temporary excavations, preliminary foundation recommendations, foundation subgrade preparation and maintenance, soil bearing and lateral resistance, trench and retaining wall backfill and compaction, and lateral earth pressures for retaining walls. In summary, impacts related to instability of the site’s geologic materials would be less than significant for the project with adherence to the City’s CBC requirements and implementation of Mitigation Measure GEO-1.

Mitigation Measures

Refer to GEO-1 under Threshold a.3. Mitigation Measure GEO-1 describes specific design considerations including the removal of near surface soils down to competent materials and replacement with properly compacted fill, which would preclude potential soil hazards related to liquefaction and ensure that potential soil hazards related to liquefaction remain less than significant.

Significance After Mitigation

Mitigation Measure GEO-1 would require that the project would be designed to reduce the risk for unstable soil on the project site. Upon implementation of this measure, potential impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- d. *Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Expansive soils are highly compressible, clay-based soils that tend to expand as they absorb water and shrink as water is drawn away. According to the project's geotechnical report, the site soils are anticipated to have a very low expansion potential. Therefore, impacts related to expansive soil would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The project would be served by the city's existing sewer system and no septic tanks are proposed for the project. Therefore, there is no potential for adverse effects due to soil incompatibility with septic tanks. No impact would occur.

NO IMPACT

- f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Paleontological resources, or fossils, are the evidence of once-living organisms preserved in the rock record. They include both the fossilized remains of ancient plants and animals and the traces thereof (e.g., trackways, imprints, burrows, etc.). Paleontological resources are not found in "soil" but are contained within the geologic deposits or bedrock that underlies the soil layer. Typically, fossils are greater than 5,000 years old (i.e., older than middle Holocene in age) and are typically preserved in sedimentary rocks. Although rare, fossils can also be preserved in volcanic rocks and low-grade metamorphic rocks under certain conditions (Society of Vertebrate Paleontology [SVP] 2010). Fossils occur in a non-continuous and often unpredictable distribution within some sedimentary units, and the potential for fossils to occur within sedimentary units depends on several factors. It is possible to evaluate the potential for geologic units to contain scientifically important paleontological resources, and therefore evaluate the potential for impacts to those resources and provide mitigation for paleontological resources if they are discovered during construction of a development project.

Rincon evaluated the paleontological sensitivity of the geologic units that underlie the project site to assess the project's potential for significant impacts to scientifically important paleontological resources. The analysis was based on the results of a paleontological locality search and a review of existing information in the scientific literature regarding known fossils within geologic units mapped at the project site and the SVP (2010) system for assessing paleontological sensitivity. Geologic units can be assigned a high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources. Following the literature review, a paleontological

sensitivity classification was assigned to each geologic unit mapped within the project site. This criterion is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units.

The project site is located in the Los Angeles Basin, part of the Peninsular Ranges geomorphic province, one of the eleven geomorphic provinces of California (California Geological Survey 2002). The geology of the region was mapped at a scale of 1:100,000 by Campbell et al. (2014), who identified a single geologic unit, young alluvial-fan deposits (Unit 3). Young alluvial-fan deposits consist of unconsolidated silt, sand, and gravel that were deposited by flooding streams and debris flows (Campbell et al. 2014). Campbell et al. (2014) identified four subunits of young alluvial-fan deposits of which Unit 3 is the second youngest, being Holocene to late Pleistocene in age. Late Holocene sediments are too young to preserve paleontological resources (SVP 2010), but early Holocene and late Pleistocene alluvial sediments have produced numerous scientifically significant fossils throughout the Los Angeles Basin, including mammoth (*Mammuthus*), bison (*Bison*), ground sloth (*Paramylodon*, *Megalonyx*), dog (*Canis*, *Urocyon*, *Aenocyon*), and camel (*Camelops*) (Jefferson 2010; Paleobiology Database 2022). Therefore, young alluvial-fan deposits (Unit 3) have a low paleontological sensitivity at the surface and transition to a high sensitivity at an unknown depth in the subsurface.

Although it is unlikely the project site contains paleontological resources, implementation of Mitigation Measure GEO-2 would minimize potential impacts to paleontological resources in the case of unanticipated fossil discoveries. This measure would apply to all phases of project construction and would reduce the potential for impacts to unanticipated fossils present on-site by providing for the recovery, identification, and curation of paleontological resources. With implementation of Mitigation Measure GEO-2, potential impacts would be less than significant.

Mitigation Measure

GEO-2 Unanticipated Discovery of Paleontological Resources

- **Paleontological Worker Environmental Awareness Program.** Prior to the start of construction, a Qualified Professional Paleontologist as defined by the Society of Vertebrate Paleontology (SVP) (2010) or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The applicant will provide written confirmation to City staff that the WEAP training has been conducted.
- **Unanticipated Discovery of Paleontological Resources.** In the event a fossil is discovered during construction of the project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a Qualified Professional Paleontologist. The project applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant, the applicant shall retain a Qualified Professional Paleontologist to direct all mitigation measures related to paleontological resources. The Qualified Professional Paleontologist shall design and carry out a data recovery plan consistent with the SVP (2010) standards.

Significance After Mitigation

Implementation of Mitigation Measure GEO-2 would reduce potential impacts to a less than significant level by requiring that any unanticipated discoveries of paleontological resources are evaluated and treated according to the applicable standards.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

8 Greenhouse Gas Emissions

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

Overview of Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth’s atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of GHG emissions contributing to the “greenhouse effect,” a natural occurrence that takes place in Earth’s atmosphere and helps regulate the temperature of the planet. Radiation from the sun hits Earth’s surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and deflect it in all directions.

GHG emissions occur both naturally and as a result of human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). GHGs absorb different amounts of heat therefore, a common reference gas (CO₂) is used to standardize the amount of heat absorbed to the amount of the gas emitted. This is referred to as “carbon dioxide equivalent” (CO₂e), which is the amount of a specific GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, CH₄ has a GWP of 30, meaning its global warming effect is 30 times greater than CO₂ on a molecule per molecule basis (Intergovernmental Panel on Climate Change 2021).²

The United Nations IPCC expressed that the rise and continued growth of atmospheric CO₂ concentrations is due to human activities in the IPCC’s Sixth Assessment Report (2021). Human influence has warmed the atmosphere, ocean, and land, which has led the climate to warm at an

² The Intergovernmental Panel on Climate Change’s (2021) *Sixth Assessment Report* determined that methane has a GWP of 30. However, the 2017 Climate Change Scoping Plan published by the California Air Resources Board uses a GWP of 25 for methane, consistent with the Intergovernmental Panel on Climate Change’s (2007) *Fourth Assessment Report*. Therefore, as the analysis is based on consistency with the 2017 Climate Change Scoping Plan, this analysis utilizes a GWP of 25 for methane.

unprecedented rate in the last 2,000 years. It is estimated that between the period of 1850 through 2019, that a total of 2,390 gigatons of anthropogenic CO₂ was emitted. It is likely that anthropogenic activities have increased the global surface temperature by approximately 1.07 degrees Celsius between the years 2010 through 2019 (IPCC 2021). Furthermore, since the late 1700s, estimated concentrations of CO₂, CH₄, and N₂O in the atmosphere have increased by over 43 percent, 156 percent, and 17 percent, respectively, primarily due to human activity (USEPA 2022b). Emissions resulting from human activities are thereby contributing to an average increase in Earth's temperature. Potential climate change impacts in California may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CNRA 2019).

Significance Thresholds

Based on Appendix G of the CEQA Guidelines, impacts related to GHG emissions from the project would be significant if the project would:

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

The majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. As a result, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be 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, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]).

In the latest guidance provided by the SCAQMD's GHG CEQA Significance Threshold Working Group in September 2010, SCAQMD considered a tiered approach to determine the significance of residential and commercial projects. The draft tiered approach is outlined in the meeting minutes, dated September 28, 2010 (SCAQMD 2010). Since the City of El Monte does not have project specific GHG thresholds, the project is evaluated based on the SCAQMD's Tier 3 recommended/preferred option threshold for all land use types of 3,000 metric tons of CO₂e per year (SCAQMD 2010). The SCAQMD's 3,000 MT CO₂e per year threshold is frequently used by jurisdictions across Southern California to determine GHG emissions impacts from nonindustrial projects.

Methodology

Calculations of CO₂, CH₄, and N₂O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO₂, CH₄, and N₂O because these make up 98 percent of all GHG emissions by volume and are the GHG emissions the project would emit in the largest quantities (IPCC 2014). Emissions of all GHGs are converted into their equivalent GWP in terms of CO₂ (i.e., CO₂e). Minimal amounts of other GHGs (such as chlorofluorocarbons [CFCs]) would be emitted; however, these other GHG emissions would not substantially add to the total GHG emissions. GHG emissions associated with the proposed project were calculated using CalEEMod version 2022.1. Please refer to Section 3, *Air Quality*, for CalEEMod assumptions.

In accordance with SCAQMD’s recommendation, GHG emissions from construction of the proposed project were amortized over a 30-year period and added to annual operational emissions to determine the project’s total annual GHG emissions (SCAQMD 2008b).

a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

Construction and operation of the project would generate GHG emissions. This analysis considers the combined impact of GHG emissions from both construction and operation. Calculations of CO₂, CH₄, and N₂O emissions are provided to identify the magnitude of potential project effects.

Construction Emissions

Construction facilitated by the project would generate temporary GHG emissions primarily from the operation of construction equipment on-site, as well as from vehicles transporting construction workers to and from the project site, and heavy trucks to transport building, concrete, and asphalt materials. As shown in Table 15, construction associated with the project would generate 745MT of CO₂e. Amortized over a 30-year period pursuant to SCAQMD guidance, construction associated with the project would generate 25 MT of CO₂e per year.

Table 15 Construction GHG Emissions

Emissions (MT of CO ₂ e)	
Total	745
Amortized over 30 years	25

MT = metric tons; CO₂e = carbon dioxide equivalents

Source: CalEEMod worksheets in Appendix A. See Table 2.3 “Construction Emissions by Year, Mitigated” emissions. Annual emissions results are shown for all emissions. The mitigated emissions account for project sustainability features and/or compliance with specific regulatory standards.

Operational and Total Project Emissions

Operation of the project would generate GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation. Annual operational emissions resulting from the project are summarized in Table 16. The annual operational GHG emissions are combined with the amortized construction emissions. The project would generate approximately 825 MT of CO₂e per year, which would not exceed the SCAQMD’s screening-level threshold of 3,000 MT of CO₂e per year for small projects. Impacts would be less than significant.

Table 16 Combined Annual Emissions

Emission Source	Annual Emissions (MT CO₂e)
Construction¹	25
Operational	
Mobile	647
Area	19
Energy	104
Water	6
Waste	24
Refrigerants	<1
Total	825
SCAQMD Numeric Threshold	3,000
Exceed Threshold?	No

MT CO₂e = metric tons of carbon dioxide equivalent

¹ Amortized construction related GHG emissions over 30 years

Source: CalEEMod worksheets in Appendix A. See Table 2.5 “Overall Operation-Unmitigated” emissions. Annual emissions results are shown for all emissions. The mitigated emissions account for project sustainability features and/or compliance with specific regulatory standards. No mitigation measures are required for this project.

LESS-THAN-SIGNIFICANT IMPACT

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Plans and policies have been adopted to reduce GHG emissions in the Southern California region, including the State’s 2022 Scoping Plan, SCAG’s 2020-2045 RTP/SCS, and the City of El Monte General Plan. The project’s consistency with these plans and applicable policies in the City’s General Plan is discussed in the following subsections. As discussed herein, the project would not conflict with plans and policies aimed at reducing GHG emissions.

2022 Scoping Plan

The principal State plan and policy is AB 32, the California Global Warming Solutions Act of 2006, and the follow up, SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. As mentioned above in criterion *a*, the project would be below SCAQMD’s interim threshold that considers the long term GHG emissions pursuant executive order S-3-05 that would capture 90 percent of new development emissions. Pursuant to the SB 32 goal, the 2022 Scoping Plan was created to outline goals and measures for the State to achieve these reductions. The 2022 Scoping Plan’s goals include reducing fossil fuel use and energy demand and maximizing recycling and diversion from landfills. The project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards and installing PV solar systems. The project would be served by SCE, which is required to increase its renewable energy procurement in accordance with SB 100 targets. The project is located in an area well-served by transit and within walking and biking distance of several

commercial destinations, which would reduce future residents’ VMT and associated fossil fuel usage. The proposed project is adjacent to the El Monte Metrolink Station and is located approximately 290 feet west of the El Monte Trolley Station, which operates transit buses for the City’s Blue, Green, Orange, Red, and Yellow Routes. In addition, the project would include an access gate to the adjacent shopping area along the western boundary and would include internal walking paths that connect to existing sidewalks along Valley Boulevard and Railroad Street as well as dedicated bicycle parking along the El Monte Paseo to enable multi-modal accessibility to the site. Therefore, the project would be consistent with the 2022 Scoping Plan.

SCAG 2020-2045 RTP/SCS

SB 375, signed in August 2008, directs each of the State’s 18 major Metropolitan Planning Organizations to prepare a SCS that contains a growth strategy to meet these emission targets for inclusion in the RTP. SCAG’s 2020-2045 RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development to comply with SB 375. The proposed residential project would not conflict with any of the SCAG’s RTP/SCS goals, as outlined in Table 17.

Table 17 Consistency with Applicable SCAG RTP/SCS GHG Emission Reduction Strategies

Strategy/Action	Project Consistency
<p>Focus Growth Near Destinations & Mobility Options</p> <ul style="list-style-type: none"> ▪ Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations. ▪ Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets. ▪ Plan for growth near transit investments and support implementation of first/last mile strategies. ▪ Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods. ▪ Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations). ▪ Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking). 	<p>Consistent. The project is an infill development and would involve the construction of 87 multi-family residential units and 201 parking spaces in a commercial area that contributes to the job and housing balance. The proposed project would be within walking and biking distance of existing commercial uses. In addition, the project is located adjacent to the El Monte Metrolink Station and is located approximately 290 feet west of the El Monte Trolley Station, which operates transit buses for the City’s Blue, Green, Orange, Red, and Yellow Routes. The project site’s proximity to public transit would encourage the use of the El Monte Metrolink and Trolley Stations for traveling to and from the site.</p>
<p>Promote Diverse Housing Choices</p> <ul style="list-style-type: none"> ▪ Preserve and rehabilitate affordable housing and prevent displacement. ▪ Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of GHGs. 	<p>Consistent. The proposed project would include construction of new housing units on an infill site that is in proximity to existing public transit, including the El Monte Metrolink and Trolley Stations. Constructing residential development within proximity to existing transit is a strategy included in the 2020-2045 RTP/SCS for reducing VMT and associated GHG emissions.</p>

Strategy/Action	Project Consistency
<p>Leverage Technology Innovations</p> <ul style="list-style-type: none"> ▪ Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space. ▪ Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments. ▪ Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation. 	<p>Consistent. The project would install a raceway in each proposed garage to accommodate a dedicated 208/240-volt branch circuit for an EV and would be accessible by EVs, ride-sharing vehicles, bikes, and scooters.</p>
<p>Promote a Green Region</p> <ul style="list-style-type: none"> ▪ Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration. ▪ Promote more resource efficient development focused on conservation, recycling and reclamation. ▪ Identify ways to improve access to public park space. 	<p>Consistent. The project is an infill development and would involve the construction of 87 multi-family residential units and 201 parking spaces. Therefore, the project would not interfere with regional wildlife connectivity or convert agricultural land. The project would comply with applicable conservation policies such as the City’s General Plan, Title 24, and CALGreen, including the installation of a dedicated 208/240-volt branch circuit for each garage to be EV ready, energy-efficient lighting, heating/cooling systems, and appliances and incorporating the most updated rooftop solar requirements at the time of construction. Therefore, the project would support development of a green region.</p>

Source: SCAG 2020

City of El Monte General Plan

The City’s Community Design, Public Services and Facilities, Public Health and Safety, and Health and Wellness Elements of the General Plan contain the following policies that would reduce citywide levels of GHG emissions at a project level. Table 18 shows the project’s consistency with relevant policies of the City’s General Plan.

Table 18 Project Consistency with the Applicable Policies from the El Monte General Plan

Policy	Project Consistency
Chapter 2: Community Design Element	
<p>Policy CD-4.5 Sustainability. Encourage “green building” and environmentally sustainable design concepts with respect to energy conservation, water conservation, storm drainage, etc.</p>	<p>Consistent. The project would incorporate all applicable measures of the 2022 CALGreen Building Standards, including the installation of energy-efficient lighting, heating/cooling systems, and appliances. The proposed project would also be required to incorporate the most updated rooftop solar requirements at the time of construction. In addition, the project would include water-efficient indoor fixtures such as showerheads, sinks, and toilets in accordance with CALGreen Section 4.303. Furthermore, the project would install a raceway in each proposed garage to accommodate a dedicated 208/240-volt branch circuit for EVs. Therefore, the project would be consistent with Policy CD-4.5.</p>
Chapter 8: Public Services and Facilities Element	
<p>Policy PSF-3.7 Water Conservation. Require the incorporation of best management practices, where feasible, to conserve water in public landscaping, private development projects, and public agencies.</p>	<p>Consistent. The project would include water-efficient indoor fixtures such as showerheads, sinks, and toilets in accordance with CALGreen Section 4.303. Therefore, the project would be consistent with Policy PSF-3.7.</p>
Chapter 10: Public Health and Safety Element	
<p>Policy PHS-3.4 Transportation. Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, and creating a network of multiuse trails and bicycle paths.</p>	<p>Consistent. The proposed project would be located adjacent to the El Monte Metrolink Station and is located approximately 290 feet west of the El Monte Trolley Station, which operates transit buses for the City’s Blue, Green, Orange, Red, and Yellow Routes. The project site’s proximity to public transit would encourage the use of the El Monte Metrolink and Trolley Stations for traveling to and from the site. In addition, the project would include internal walking paths that connect to existing sidewalks along Valley Boulevard and Railroad Street as well as dedicated bicycle racks to enable multi-modal accessibility to the site. Therefore, the project would be consistent with Policy PHS-3.4.</p>
Chapter 11: Health and Wellness Element	
<p>Policy HW-2.3 Walkable Retail. Encourage nodes of neighborhood-serving retail uses within walking distance (one-quarter mile) of all residences.</p> <p>Policy HW-2.4 Commute to Work. Encourage development patterns that create new employment and housing opportunities to be within reasonable distance to high-frequency transit service. Promote and support high-density, mixed-use development near existing and proposed high-frequency transit service and in proposed and existing commercial areas.</p> <p>Policy HW-12.1 Walking, Cycling, and Transit Use. Promote land use patterns that reduce driving rates and promote walking, cycling and transit use.</p>	<p>Consistent. The proposed project would be located adjacent to the El Monte Metrolink Station and is located approximately 290 feet west of the El Monte Trolley Station, which operates transit buses for the City’s Blue, Green, Orange, Red, and Yellow Routes. The project site’s proximity to public transit would encourage the use of the El Monte Metrolink and Trolley Stations for traveling to and from the site. In addition, the project would include an access gate to the adjacent shopping area along the western boundary and would include internal walking paths that connect to existing sidewalks along Valley Boulevard and Railroad Street as well as dedicated bicycle racks to enable multi-modal accessibility to the site. Therefore, the project would be consistent with Policies HW-2.3, HW-2.4, and HW-12.1.</p>

Source: El Monte 2011

The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, potential impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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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 0.25 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 that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located in 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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A Phase I ESA of the project site was performed by Ninyo & Moore in October 2019 (Appendix E1), which included historical research of the project site, review of aerial imagery, a site reconnaissance survey, review of environmental databases, and review of previous ESA's conducted on the property. The Phase I ESA identified low detections of chemical contaminants in the soil and soil gas as reported by a previous ESA conducted in 2008. Based on the findings of the Ninyo & Moore Phase I ESA, a Phase II ESA was recommended for further investigation.

The Phase II ESA was conducted by Ninyo & Moore in April 2020 (Appendix E2). The Phase II ESA included soil borings, soil samples, installation of soil vapor probes, and soil vapor samples. Results of the Phase II ESA indicate presence of arsenic in soil borings and chloroform in one soil vapor sample. Based on these findings, a Remedial Action Plan is required for cleanup of the project site.

On September 16, 2021, prior to the State's DTSC involvement with the site, Tetra Tech conducted a Phase I ESA and in July 2022, under DTSC oversight, performed SSI activities to delineate impacts and prepare the project site for cleanup action. Tetra Tech's SSI activities included the collection and analysis of more than 400 soil and soil vapor samples. In December 2022 and January 2023, housekeeping activities were performed on the project site to restore the site to a condition that allows for residential use, which included removing a total of 4.9 cubic yards of soil containing levels of arsenic and lead that exceed regulatory screening levels (12 mg/kg for arsenic and 80 mg/kg for lead). Confirmation sampling in July 2023 (described in Tetra Tech's SSI Report) verified that impacted materials that the current residual concentrations for arsenic and lead are below the regulatory screening levels mentioned above. The confirmation samples were analyzed using a field XRF spectrometer in accordance with the DTSC-approved Technical Memorandum prepared by Tetra Tech on October 14, 2022. This also included analysis of 10 percent of the confirmation soil samples in a stationary state-certified laboratory. Tetra Tech also identified historic releases of arsenic, lead, TPH and VOCs during the July 2023 sampling. In addition, dieldrin was detected on the project site at concentrations marginally above regulatory levels at certain locations; however, using the maximum concentration limit, the risk calculations were found to be two in one million, which is acceptable to DTSC, and therefore no further action is required. Tetra Tech found minor concentrations of TPH in the project site's soil, which are all below the USEPA regulatory screening level value for TPH. An HHRA was prepared for the site to evaluate the cumulative cancer risk and non-cancer hazard from the contaminants in the soil as well as VOCs detected in the soil vapor. The cancer risk and non-cancer hazard from the VOCs were determined using both attenuation factor of 0.03 and 0.001. The cancer risk from the chemicals of potential concern in the soil was estimated to be above the acceptable threshold but within the risk management range when maximum concentrations detected on-site was used. All VOC soil vapor samples are at acceptable risk using the 0.001 attenuation factor, but the HHRA evaluation showed that cumulative cancer risk using the 0.03 attenuation factor is unacceptable. However, after elimination of VOC sources, new future buildings, and the site being adequately characterized, the 0.001 attenuation factor is considered the appropriate threshold for the project. As such, VOCs are at acceptable risk levels. Nonetheless, soil vapor mitigation measures are being proposed as described in Mitigation Measure HAZ-1 in Section 9, *Hazards and Hazardous Materials*, to ensure VOC levels in the site's soil vapor would have a less-than-significant impact. In summary, arsenic, lead, TPH, VOCs, and dieldrin would not exceed current regulatory levels and would not pose a significant environmental hazard.

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Project construction would involve the use of potentially hazardous materials such as vehicle fuels and fluids that could be released should an accidental leak or spill occur. However, standard construction BMPs for the use and handling of such materials, such as the use of secondary containment, would be implemented to avoid or reduce the potential for such conditions to occur. Furthermore, any use of potentially hazardous materials utilized during construction of the proposed project would be subject to all local, State, and federal regulations regarding the handling of potentially hazardous materials. The transport, use, and storage of hazardous materials during construction of the project would be subject to all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the CCR Title 22. Therefore, project construction would not create a significant hazard to the public and environment through the routine transport, use, or disposal of hazardous materials.

Furthermore, housekeeping activities were performed on the project site in December 2022 and January 2023, which involved removal of all soils containing levels of arsenic and lead that exceeded regulatory screening levels. Confirmation sampling in July 2023 (described in Tetra Tech's SSI Report) verified that the current residual concentrations for arsenic and lead are below the regulatory screening levels mentioned above. In addition, soils containing TPH, VOCs, and dieldrin concentration levels within the project site would not exceed acceptable regulatory risk levels.

Operation of the proposed project would likely involve the use of common materials in the regular maintenance of homes and landscaping, such as cleaning and degreasing solvents, fertilizers, and pesticides. In addition, chemicals, such as chlorine, for the maintenance of the community pool would potentially be stored on-site in minor quantities in a secured enclosure. However, these maintenance activities would only require minor quantities of such products and would not involve the use of extremely hazardous substances. Use of these materials would be subject to compliance with existing regulations, standards, and guidelines established by the federal, State, and local agencies related to storage, use, and disposal of hazardous materials. The transport, use, and storage of hazardous materials during operation of the project would be subject to all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the CCR Title 22. Other than small quantities of materials used in the maintenance of the residential community, operation of the proposed project would not involve the use or storage of substantial quantities of hazardous materials, nor would the project generate large quantities of hazardous waste. Therefore, operation of 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 impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The proposed project would involve the construction of residential dwellings, 0.79-acre city park and pedestrian paseo, which typically do not use or store large quantities of hazardous materials. Potentially hazardous materials such as fuels, lubricants, and solvents would be used during construction of the project. However, the transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. In addition, as discussed under Section 3, *Air Quality*, construction of the project, and associated air pollutant emissions, would be temporary and would not result in air pollutant emissions that exceed the applicable thresholds at the nearest sensitive receptors. As described above, the proposed project would likely involve the storing of hazardous materials like pool chemicals. However, any pool chemicals stored would be in minor quantities. Furthermore, housekeeping activities were performed on the project site in December 2022 and January 2023 to remove all soils containing levels of arsenic and lead that exceed regulatory screening levels. Confirmation sampling in July 2023 (described in Tetra Tech's SSI Report) verified that the current residual concentrations for arsenic and lead are below the regulatory screening levels mentioned above. In addition, an HHRA was prepared for the site to evaluate the cumulative cancer risk and non-cancer hazard from the contaminants in the soil as well as VOCs detected in the soil vapor. All VOC soil vapor samples are at acceptable risk using the current 0.001 attenuation factor, but the HHRA evaluation showed that cumulative cancer risk using the draft 0.03 attenuation factor is unacceptable. However, after elimination of VOC sources, new future buildings, and the site being adequately characterized, the 0.001 attenuation factor is considered the appropriate threshold for the proposed project. Furthermore, soil remediation would be required, as described in Mitigation Measure HAZ-1, which would ensure VOC levels in the site's soil vapor would have a less-than-significant impact. In summary, soils containing TPH, VOCs, and dieldrin concentration levels within the project site would not exceed current regulatory risk levels.

Mitigation Measure

HAZ-1 Soil Remediation Work

Prior to issuance of grading and/or building permits for site development, the applicant shall retain a qualified environmental professional to oversee remediation work to remove or otherwise mitigate volatile organic compound levels in Parcel 4 and Parcel 11 on the property, as identified in the September 2023 Supplemental Site Investigation Report prepared by Tetra Tech for the project site. The remediation work shall be implemented to the satisfaction of the oversight agency, the Department of Toxic Substance Control (DTSC). Completion of the remediation work and procurement of an appropriate closure document or written statement from DTSC that the remediation work has been satisfactorily completed and without further conditions or obligations shall be submitted to the satisfaction of the City of El Monte Planning Division. Compliance with this mitigation may require the applicant to complete a Preliminary Endangerment Report, Voluntary Cleanup Agreement or other documentation as determined by DTSC, and receive concurrence that the site's soil vapor has been resolved.

Significance After Mitigation

Mitigation Measure HAZ-1 would ensure VOC concentration levels in the site's soil vapor would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

c Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The nearest schools to the site include the Nativity Catholic School located approximately 400 feet north of the site at 10907 St Louis Drive; Columbia School, located approximately 0.3 mile to the southeast at 3400 California Avenue; and Rio Vista Elementary School, located approximately 0.3 mile to the northwest at 4300 Esto Avenue. However, as discussed under impact discussion *a*. of this section, typical construction and operation activities associated with the project would not emit hazardous materials, substances, or waste.

The transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the CCR Title 22. Compliance with these regulations would reduce the potential of accidental spills or hazardous emissions during construction. In addition, as discussed under Section 3, *Air Quality*, construction of the project, and associated air pollutant emissions, would be temporary and would not result in air pollutant emissions that exceed the applicable thresholds at the nearest sensitive receptors. Furthermore, operation and maintenance of the proposed project would likely only involve the use of common cleaning and landscape maintenance materials comparable to those materials already in use in the project site vicinity. The project would not regularly store or use significant quantities of hazardous materials, nor would it generate large quantities of hazardous waste.

Furthermore, housekeeping activities were performed on the project site in December 2022 and January 2023 to remove all soils containing levels of arsenic and lead that exceed regulatory screening levels. Confirmation sampling in July 2023 (described in Tetra Tech's SSI Report) verified that the current residual concentrations for arsenic and lead are below the regulatory screening levels mentioned above. In addition, soils containing TPH, VOCs, and dieldrin concentration levels within the project site would not exceed regulatory risk levels.

Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials that could result in significant impacts to schools within 0.25 mile. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- d. *Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Government Code Section 65962.5 requires the California Environmental Protection Agency to develop and update the “Cortese List.” DTSC is responsible for a portion of the information contained in the Cortese List. In addition to reviewing the Cortese List, this analysis included a review of the following resources to provide potential hazardous material release information:

- SWRCB GeoTracker database
- DTSC EnviroStor database

According to GeoTracker, there are two cleanup program sites and one LUST cleanup site within the project site and 15 cleanup program sites and four LUST cleanup sites within 0.25 mile of the project site (SWRCB 2023).

Cleanup Program Sites within the project site:

- O H Kruse Grain & Milling located at 3730 Monterey Avenue, which had no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1987.
- Bailey Tire Company located at 10819 Valley Boulevard, which had no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1989.

LUST Cleanup Site within the project site:

- O H Krus Grain & Milling located at 3730 Monterey Avenue, which had a potential contaminant of concern of gasoline in the soil. The cleanup status is Completed – Case Closed as of 1991.

Cleanup Program Sites within 0.25-mile of the project site:

- “L” Monty Body Shop located at 377 Tyler Avenue, which had a potential contaminant of concern for VOCs in the aquifer used for drinking water supply. The cleanup status is Completed – Case Closed as of 2014.
- A-1 Super Tire and Auto Service located at 10611 Valley Mall, which had no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1989.
- C&R Printed Bag Company located at 10651 Valley Boulevard, which had a potential contaminant of concern of VOCs in the aquifer used for drinking water supply. The cleanup status is Completed – Case Closed as of 2015.
- Dunhill Furniture Corporation located at 10810 Saint Louis Drive, which had no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1987.
- Firestone Stores #2723 located at 10707 Valley Mall, which had no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1987.
- Gilbert Metal Products located at 10816 Saint Louis Drive, which had no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1987.
- Gunderson Chevrolet located at 3650 Tyler Avenue, which had no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1989.
- Hurtado’s Auto Parts #2 located at 10619 Valley Mall, which had no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1988.

- Iade/All American Uniform located at 3680 Tyler Avenue, which had a potential contaminant of concern of VOCs in an aquifer used for drinking water supply. The cleanup status is Completed – Case Closed as of 2015.
- Leyton Group LTD located at 10800 Saint Louis Drive, which had no potential contaminant of concern. The cleanup status is Completed – Case Closed as of 1987.
- Maintex Inc., Chemicals located at 3614 El Monte Avenue, which had no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1987.
- Medevac Ambulance Services located at 10750 Saint Louis Drive, which had no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1987.
- Mid Valley Publishing Company located at 3622 Center Avenue, which had no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1989.
- Neal’s Foreign Car located at 3707 Tyler Avenue, which had no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1996.
- Zephyr Systems, Inc. located at 10914 Saint Louis Drive, which had no potential contaminant of concern specified. The cleanup status is Completed – Case Closed as of 1987.

LUST Cleanup Sites within 0.25-mile of the project site:

- O H Kruse located at 10821 Railroad Street, which had a potential contaminant of concern of aviation in the soil. The cleanup status is Completed – Case Closed as of 1996.
- Pacific Bell located at 3614 Center Avenue N, which had a potential contaminant of concern of diesel in the aquifer used for drinking water supply. The cleanup status is Completed – Case Closed as of 1996.
- Unocal #6345 located at 10565 Valley Boulevard, which had a contaminant of concern of gasoline in the soil. The cleanup status is Completed – Case Closed as of 1996.

A search of the EnviroStor database identified the project site as a voluntary cleanup site (DTSC 2023). No other cleanup sites were identified within 0.25-mile of the project site. The voluntary cleanup was to remove arsenic as a potential contaminant of concern in other groundwater affected soil and soil vapor. The cleanup status is Active as of February 2022. As previously stated, Tetra Tech prepared an SSI Report per DTSC’s request to assess potential environmental impacts, delineate contamination, and determine appropriate removal actions for the site. In December 2022 and January 2023, Tetra Tech performed housekeeping activities on the project site to remove all soils containing levels of arsenic and lead that exceed regulatory screening levels. Confirmation sampling in July 2023 (described in Tetra Tech’s SSI Report) verified that the current residual concentrations for arsenic and lead are below the regulatory screening levels mentioned above. In addition, an HHRA was prepared for the site to evaluate the cumulative cancer risk and non-cancer hazard from the contaminants in the soil as well as VOCs detected in the soil vapor. All VOC soil vapor samples are at acceptable risk using the 0.001 attenuation factor, but the HHRA evaluation showed that cumulative cancer risk using the 0.03 attenuation factor is unacceptable. However, after elimination of VOC sources, new future buildings, and the site being adequately characterized, the 0.001 attenuation factor is considered the appropriate threshold for the proposed project. Furthermore, soil mitigation would be required, as described in Mitigation Measure HAZ-1 above, which would ensure VOC levels in the site’s soil vapor would have a less-than-significant impact. In summary, soils containing TPH, VOCs, and dieldrin concentration levels within the project site would not exceed regulatory risk levels. Although the project is currently listed as a hazardous material site pursuant to Government Code Section 65962.5, the status of the cleanup site would change from

Active to Completed – Case Closed. Therefore, the project would not create a significant hazard to the public or the environment.

Mitigation Measure

Refer to Mitigation Measure HAZ-1.

Significance After Mitigation

Mitigation Measure HAZ-1 would ensure VOC concentration levels in the site’s soil vapor would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- 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 or excessive noise for people residing or working in the project area?*

The project site is located approximately 0.2 mile southeast of the San Gabriel Valley Airport. However, the project site is located outside of the airport’s influence area and is not included within an airport land use plan (County of Los Angeles 2022). Furthermore, there are no private airstrips in the vicinity of the project site. Although the project site would potentially be subject to occasional aircraft overflight noise, such occurrences would be intermittent, temporary, and would not present a safety hazard for individuals at the projects. No impact would occur.

NO IMPACT

- f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

During construction, temporary and occasional lane closures may be required on Valley Boulevard, Monterey Avenue, Railroad Street, and El Monte Avenue. However two-way traffic would still be maintained at construction entry points and along Valley Boulevard. Furthermore, construction of the proposed project would maintain emergency access to the site via main entry points along Valley Boulevard and Railroad Street. Project construction would not result in inadequate emergency access to the project site or surroundings.

During project operation, emergency response vehicles would be able to access the project site via the entrances on Valley Boulevard, Monterey Avenue, and Railroad Street. The project would modify Monterey Avenue and shorten its length but would maintain vehicle access to the existing multi-family residence off Valley Boulevard. The project would also convert the portion of El Monte Avenue, the eastern boundary of the project site from Railroad Street to Valley Boulevard, to a pedestrian walkway that is referred to in the project plans at the El Monte Paseo. However, despite the removal of this portion of El Monte Avenue as a roadway, adequate access to the site would still be provided by Valley Boulevard and Railroad Street, which would connect to the site’s internal circulation network. The project would not modify existing roadways in the vicinity, other than by adding new site access points, and would therefore not affect emergency vehicle use of area roadways. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan. No impact would occur.

NO IMPACT

- g. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

A fire hazard severity zone (FHSZ) is a mapped area that designates zones (based on factors such as fuel, slope, and fire weather) with varying degrees of fire hazard (i.e., moderate, high, and very high). While FHSZs do not predict when or where a wildfire will occur, they do identify areas where wildfire hazards could be more severe and therefore are of greater concern. FHSZs are meant to help limit wildfire damage to structures through planning, prevention, and mitigation activities/requirements that reduce risk.

The project site is in an urban area of El Monte surrounded by roads and structures, including residential and commercial buildings. Undeveloped wildland areas are not located near the project site. As discussed in Section 20, *Wildfire*, the project site is not located in a Fire Hazard Severity Zone (FHSZ) or Very High Hazard Severity Zone (VHFHSZ) for wildland fires, which are designated zones with varying degrees of fire hazard based on fuel, slope, and fire weather (CALFIRE 2022). The nearest VHFHSZ is located approximately 3.5 miles southeast of the project site on the opposite side of I-10 and I-605. Furthermore, all buildings would be constructed to meet the current building code fire safety requirements. Therefore, the project would not expose people or structures to a significant risk of loss injury or death involving wildland fires. No impact would occur.

NO IMPACT

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10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A Preliminary Hydrology & Hydraulics Study was prepared for the proposed project by C&V Consulting, Inc. (C&V) in February 2023 and is included as Appendix F to this IS-MND.

A Preliminary Low Impact Development (LID) Report was prepared for the proposed project by C&V in February 2023 and is included as Appendix G to this IS-MND.

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The project site is currently vacant and surrounded by commercial and residential uses in an urban area. Compared to existing conditions, the project would decrease pervious site surfaces and increase existing stormwater flows off the site. Construction of the proposed project could result in soil erosion due to earth-moving activities such as excavation, grading, and soil stockpiling, and the generation of water pollutants, including trash, construction materials, and equipment fluids. However, prior to initiation of construction, the project would be required to obtain coverage under a Construction General Permit to comply with Clean Water Act National Pollution Discharge Elimination System (NPDES) requirements, administered by the Los Angeles Regional Water Quality Control Board (LARWQCB). In addition, the project would be required to comply with the LARWQCB's Water Quality Control Plan (Basin Plan). Under the NPDES permit and Basin Plan, the project applicant would be required to eliminate or reduce non-stormwater discharges to waters of the nation, develop and implement a SWPPP for project construction activities, and perform inspections of the stormwater pollution prevention measures and control practices to ensure conformance with the SWPPP. Further, the applicant would be required to implement all applicable source control BMPs to reduce water-quality impacts as listed under the NPDES permit and the project's LID Report. Non-structural source control BMPs for the project would include education for employees and occupants, activity restrictions, landscape irrigation practices, common area litter control, street sweeping, and drainage facility inspection and maintenance. Structural source control BMPs would include storm drain signage, roof runoff controls, and an infiltration system.

The project would also be required to comply with various sections of the EMMC that regulate water quality, including Chapter 13.6 (Stormwater Management and Discharge Control) and Chapter 13.20 (Stormwater and Urban Runoff Pollution Control).

As required by the EMMC and NPDES permit, construction activities on the project site would use a series of BMPs to reduce erosion and sedimentation and the construction contractor would be required to operate and maintain these controls throughout the duration of construction. Because the proposed project includes additional permeable surface area that would improve infiltration and stormwater quality and would comply with all applicable local and federal stormwater drainage requirements, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

The project site receives its water service from the City of El Monte Water Department (EMWD). EMWD primarily sources its water supply from six production wells throughout the city, which all extract groundwater from the Main San Gabriel Groundwater Basin. The City has water rights to approximately 2,113 acre-feet per year, or approximately 1.4 percent of the safe yield. Water use in the city is estimated at between 99 and 105 gallons per day per capita (EMWD 2021).

As discussed in Section 19, *Utilities and Service Systems*, the proposed project's water demand would not substantially affect EMWD's supplies. According to its 2020 Urban Water Management Plan (UWMP), EMWD would be able to provide reliable water supplies for an average year, single dry year, and multiple dry years for its existing and planned supplies through 2045 (EMWD 2021). In addition, the Main San Gabriel Groundwater Basin is an adjudicated basin, which limits the allowable annual extraction of groundwater annually and provides oversight and protection of groundwater quantity and quality within the basins. Therefore, operational water use associated with the proposed project would not significantly deplete groundwater supplies or impede sustainable groundwater management of the Main San Gabriel Groundwater Basins.

The project site lies above the Main San Gabriel Groundwater Basin. The project site is currently vacant and undeveloped, with paved areas and minimal vegetation and ornamental trees. While the project would increase the amount of impervious surface on the site compared to existing conditions, the incorporation of native landscaping and development of a city park would increase infiltration and groundwater recharge, reducing the amount of surface runoff. Therefore, the project would not substantially interfere with groundwater recharge in the Main San Gabriel Groundwater Basin. Potential impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

Under existing conditions, project runoff sheet flows towards the south to the public right-of-way of Valley Boulevard. Runoff from Monterey Avenue and El Monte Avenue surface drains south to the gutter on the north side of Valley Boulevard. Surface flows then continue west until entering a catch basin on Santa Anita and Valley Boulevard. The flows discharge to the Rio Hondo Channel and ultimately to the Los Angeles River. The project would mass grade the entire property and construct 18 three-story, 40-foot-tall, multi-family residential buildings, which would change the site's existing ground contours and alter the existing drainage patterns interior to the project site. The proposed drainage plan would involve private drive aisles and parking spaces throughout the site. The proposed drainage would flow through v-gutters in the proposed drive aisles to the proposed curb and gutter of El Monte Avenue and would convey flows towards proposed two catch basins located near the proposed driveway entrance along Railroad Drive. The site would utilize catch basins, underground public storm drain piping, and underground detention system to collect and convey the stormwater runoff to the proposed perforated 48-inch infiltration system to promote subsurface infiltration. During larger storm events, runoff would overflow out of the infiltration system and out of the proposed catch basin and conveyed to the public right-of-way via the driveway to Valley Avenue and would follow the historic drainage pattern. Because stormwater flows generated on the project site would continue to be conveyed to the public right-of-way of Valley Boulevard, the project would not substantially alter the existing drainage pattern of the local area.

The project site is generally flat, with minimal elevation change across the site, and does not contain any streams, rivers, or other drainage features. The site is currently undeveloped with paved areas and minimal vegetation. While development of the project site would decrease the amount of permeable surfaces compared to existing conditions, the project would incorporate native landscaping and the development of a city park. As listed under Impact 10.a, the proposed project would comply with the City's urban runoff requirements as stated in the EMMC and the NPDES

permit, which would reduce the quantity and level of pollutants from runoff leaving the project site. Therefore, potential impacts related to erosion and siltation would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

As described under impact 10.c.i, proposed grading and earthwork activities on the project site would alter the site's existing drainage patterns but would not substantially alter the drainage pattern of the local area. According to the project's Preliminary Hydrology & Hydraulics Report, with the proposed infiltration system, the peak stormwater runoff flows discharged from the project site would be less than under existing conditions. Therefore, implementation of the project would not substantially increase the rate or amount of surface water runoff discharged from the site in a manner that would result in flooding on- or off-site. Impacts would be less than significant.

c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would 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?

As described under Impact 10.c.i, proposed grading and earthwork activities on the project site would alter the site's existing drainage patterns but would not substantially alter the drainage pattern of the local area. Furthermore, the project's storm drain system would be sized and designed in accordance with the County of Los Angeles Flood Control standards to ensure that project flows would be discharged from the site at a volume and rate that can be accommodated by existing and planned downstream storm drain facilities. Therefore, the project would not create or contribute runoff which would exceed the capacity of any existing or planned stormwater drainage system and impacts would be less than significant.

As discussed under impact 10.a, the proposed project would be required to comply with the City's urban runoff requirements as stated in the EMMC and with the requirements of NPDES and the LID Report, which identify BMPs to be incorporated into the project to ensure construction and operational activities of the project would not result in substantial amounts of polluted runoff. Therefore, with mandatory compliance with the EMMC, NPDES and LID Report, the project would not create or contribute substantial additional sources of polluted runoff, and impacts would be less than significant.

c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

According to FEMA Flood Insurance Rate Map (FIRM) No. 06037C1675F, the project site is located within Zone X (unshaded), which are areas of minimal flood hazard and not considered a special flood hazard area. Therefore, the project site is not expected to be inundated by flood flows and the project would not impede flood flows. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- d. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

The project site is not located near any major bodies of enclosed water and is located approximately 22 miles from the Pacific Ocean. Therefore, the site is not located in a seiche or tsunami zone. As described in Impact 10.c.iv, the site is within an area of minimal flood hazard (FEMA 2008).

The nearest inland water body subject to flooding or seiche impacts is the Santa Fe Dam and Reservoir, operated by the U.S. Army Corps of Engineers (USACE), located approximately five miles northeast of project site. The majority of the city, including the project site, is within the Santa Fe Dam inundation zone (El Monte 2011b). Dam failure at the Santa Fe dam is unlikely, and the dam has an Emergency Action Plan in place to guide emergency response in case of dam failure (El Monte 2016). Furthermore, the project does not involve storage or processing of pollutants other than minor quantities of typical household hazardous wastes such as, cleaning agents and landscaping maintenance materials, that could be released due to inundation should such an event occur. In addition, the existing on-site contamination would be remediated under the proposed project. Therefore, potential impacts related to the release of pollutants due to project inundation would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

As discussed under Impact 10.a., project-related construction and operational activities would be required to comply with LARWQCB's Basin Plan by preparing and adhering to a SWPPP and LID Plan. Implementation of the project would not conflict with or obstruct the Basin Plan and impacts would be less than significant. Additionally, as discussed under Impact 10.b., the project would not substantially decrease groundwater supplies nor interfere substantially with groundwater recharge and therefore is not expected to conflict with or obstruct a sustainable groundwater management plan. Furthermore, EMWD produces potable groundwater from the Main San Gabriel Groundwater Basin, which is an adjudicated basin. Adjudicated basins are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) requirement to develop a Groundwater Sustainability Plan because such basins already operate under a court-ordered water management plan to ensure their long-term sustainability. No component of the project would obstruct with or prevent implementation of the management plan for the Main San Gabriel Groundwater Basin. Therefore, the project's construction and operation would not conflict with any sustainable management plan. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

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

a. Would the project physically divide an established community?

The project site is currently vacant and undeveloped. Primary vehicular access to the project would be on Valley Boulevard, Monterey Avenue, and Railroad Street. Pedestrians would be able to access the project site via the sidewalks along Valley Boulevard, Monterey Avenue, Railroad Street, and the proposed El Monte Paseo. The project site is currently undeveloped and surrounded by commercial and residential uses. The proposed project would not result in the division of an established community. Therefore, no impact would occur.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project would develop the subject property in accordance with its underlying General Plan land use and zoning designation would comply with all applicable policies contained in the General Plan as well as all applicable zoning regulations/development standards (with the exception of the requested variances) contained in the EMMC. Because the project would have no conflict with the General Plan and/or zoning regulations, no significant environmental impact would occur from such a conflict. As disclosed throughout this IS-MND, all project impacts would be reduced to less-than-significant levels after mitigation; therefore, the project would not cause a significant environmental impact due to conflict with any goals, objectives, and policies of applicable land use plans, including SCAQMD’s AQMP, SCAG’s 2020-2045 RTP/SCS, and SCAG’s Regional Comprehensive Plan. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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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?
- 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"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project 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?*

The California Surface Mining and Reclamation Act of 1975 (SMARA) was enacted to promote conservation and protection of significant mineral deposits. According to the California Department of Conservation Mineral Land Classification Maps, the project site is within an area classified as Mineral Resource Zone (MRZ)-2, which indicates that the project site contains identified mineral resources (DOC 1994). However, the project site has not historically been used for mineral resource recovery and is surrounded by urbanized area primarily developed with residential and commercial land uses. Therefore, the project site and surrounding area are not used for or compatible with mineral deposit recovery. In addition, according to the California Geologic Energy Management Division (CalGEM), there are no active oil extraction-sites in the vicinity of the project site (CalGEM 2023). Given the existing conditions of the project site and surrounding area, the proposed project would not result in the loss of availability of a known mineral resource, and no impact would occur.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport 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"/>

Fundamentals of Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs (e.g., the human ear). Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (Caltrans 2013).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz and less sensitive to frequencies around and below 100 Hertz (Kinsler et al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; similarly, dividing the energy in half would result in a 3 dB decrease (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice or half the sound energy); that a change of 5 dBA is readily

perceptible (eight times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud (Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Noise levels from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at a rate of about 3 dBA per doubling of distance (Caltrans 2013). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result simply from the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site, e.g., soft dirt, grass, or scattered bushes and trees (Caltrans 2013). Noise levels may also be reduced by intervening structures. The amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and manufactured features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can reduce occupants’ exposure to noise as well. The FHWA’s guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs, its frequency, and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed.

One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. The L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period time. Typically, L_{eq} is equivalent to a one-hour period, even when measured for shorter durations as the noise level of a 10- to 30-minute period would be the same as the hour if the noise source is relatively steady. L_{max} is the highest Root Mean Squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007). Normal conversational levels at three feet are in the 60- to 65-dBA L_{eq} range and ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{dn} or DNL), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by DNL and CNEL usually differ by about 0.5 dBA. Quiet suburban areas typically have a CNEL in the range of 40 to 50 dBA, while areas near arterial streets are typically in the 50 to 70+ CNEL range.

Propagation

Sound from a small, localized source (approximating a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of approximately 6 dBA for each doubling of distance.

Traffic noise is not a single, stationary point source of sound. Rather, the movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point. The drop-off rate for a line source is approximately 3 dBA for each doubling of distance.

Fundamentals of Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of hertz (Hz). The frequency of a vibrating object describes how rapidly it oscillates.

Descriptors

Vibration amplitudes are usually expressed in peak particle velocity (PPV). The PPV is normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

Damage Potential

Caltrans has developed limits for the assessment of vibrations from transportation and construction sources. The Caltrans vibration limits are reflective of standard practice for analyzing vibration impacts on structures. The Caltrans *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020) identifies impact criteria for buildings. Table 19 presents the impact criteria for buildings.

Table 19 Vibration Damage Potential

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient mountains	0.12	0.08
Fragile buildings	0.20	0.10
Historic and similar old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls (i.e., a loose steel ball that is dropped onto structures or rock to reduce them to a manageable size). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = peak particle velocity; in/sec = inches per second

Source: Caltrans 2020

Propagation

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Variability in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is exposed to vibration, a ground-to-foundation coupling loss (the loss that occurs when energy is transferred from one medium to another) will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may amplify the vibration level due to structural resonances of the floors and walls.

Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Sensitive land uses are generally defined as locations where people reside or where the presence of noise could adversely affect the use of the land. According to the City of El Monte General Plan, noise sensitive uses in the city includes residential uses, health care facilities, and schools (El Monte 2011a).

Vibration sensitive receivers, which are similar to noise sensitive receivers, include residences and institutional uses (e.g., schools, libraries, and religious facilities). However, vibration-sensitive receivers also include buildings where vibrations may interfere with vibration-sensitive equipment that is affected by vibration levels that may be well below those associated with human annoyance (e.g., recording studios or medical facilities with sensitive equipment). As shown in Figure 2, sensitive receivers in the project area include a multi-family residence at the southwest portion of the site that is surrounded by the project on the north, east and south sides of the residential property; and a multi-family residence located approximately 300 feet east of the project site.

Project Noise Setting

The most common source of noise in the project site vicinity is vehicular traffic from Valley Boulevard and to a lesser extent, Railroad Street, Monterey Avenue, and El Monte Avenue. In addition, the Metrolink creates temporary sources of noise as it passes by the northern boundary project site to the El Monte Metrolink Station. To characterize ambient sound levels at and near the project site, three short term (15-minute) noise level measurements were conducted on October 20, 2021. Noise Measurement (NM) 1 was conducted at the southern edge of the project site to capture noise levels attributable to Valley Boulevard; NM 2 was conducted at the western edge of the project site adjacent to Monterey Avenue in front of the existing multi-family residence; and NM 3 was conducted near the northern portion of the project site along Railroad Street to capture noise levels attributable to the Metrolink. Figure 6 shows noise measurement locations and Table 20 summarizes the results of the noise measurements. Detailed sound level measurement data are included in Appendix H.

Figure 6 Noise Measurement Locations

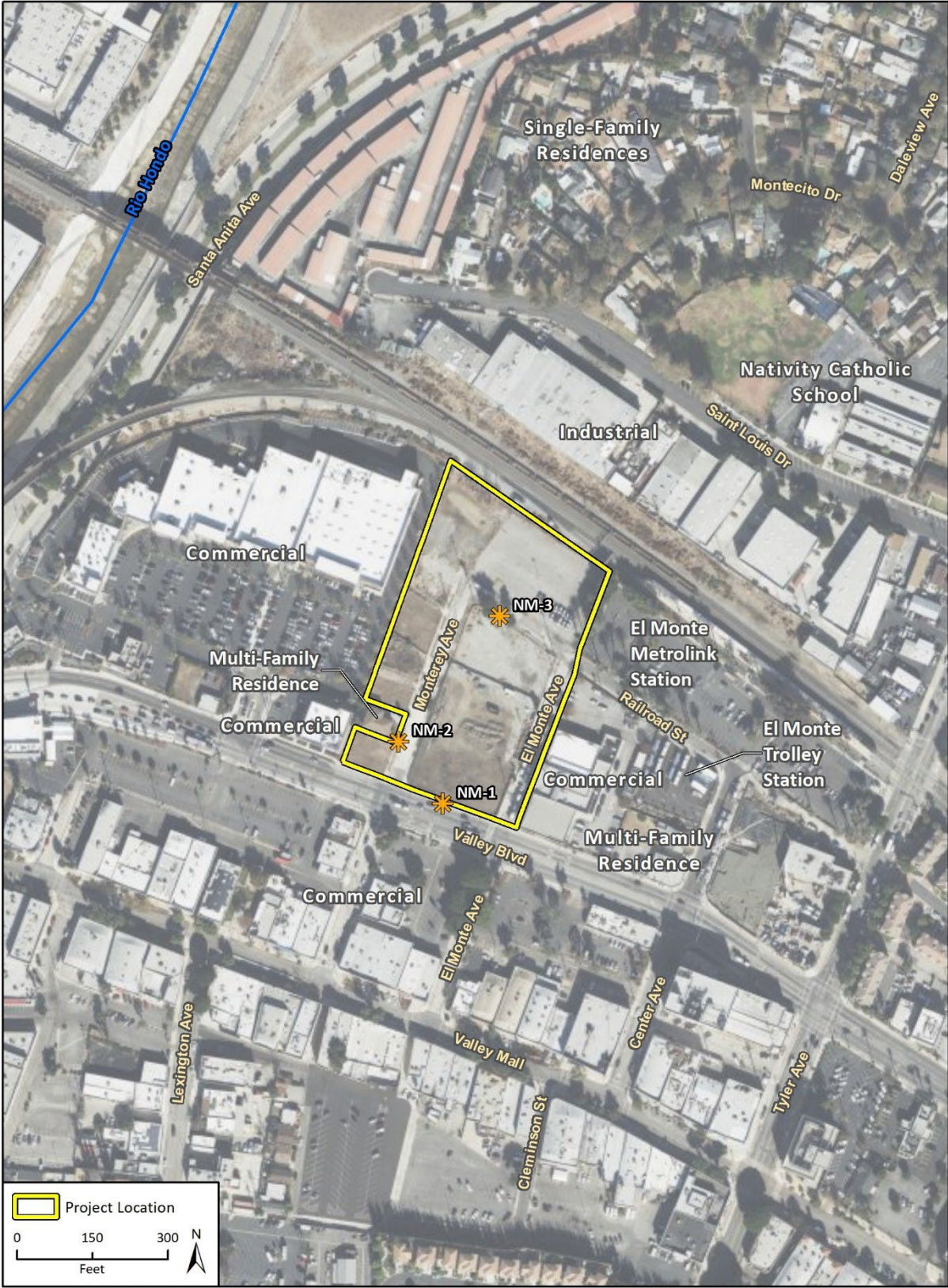


Table 20 Project Site Vicinity Sound Level Monitoring Results

	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source(s)	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)
NM 1	Southern property boundary, adjacent to Valley Boulevard	9:55 – 10:10 a.m.	35 feet from centerline of Valley Boulevard	70	48	84
NM 2	Western property boundary, adjacent to Monterey Avenue	10:20 – 10:35 a.m.	20 feet from centerline of Monterey Avenue	58	44	70
NM 3	Northern property boundary, adjacent to Railroad Street	10:51 – 11:06 a.m.	16 feet to centerline of Railroad Street; 240 feet to centerline of Metrolink railroad tracks	59	53	79

dBA = A-weighted decibels; L_{eq} = equivalent noise level; L_{min} = minimum noise level; L_{max} = maximum noise level
 Source: Rincon field visit on October 20, 2021. See Appendix H for detailed measurement data.

Regulatory Setting

City of El Monte General Plan Public Health and Safety Element

The City maintains the health and welfare of its residents with respect to noise through abatement ordinances and land use planning. The City’s General Plan Public Health and Safety Element includes several policies with the intent to reduce excessive noise impacts that are applicable to the proposed project:

- **Policy PHS-8.1 Residential Neighborhoods.** Continue to enforce noise abatement and control measures in El Monte, particularly within residential neighborhoods and around noise sensitive land uses.
- **Policy PHS-8.2 Land Use Compatibility.** Require the inclusion of noise-reducing design features in development consistent with standards in Title 24 of the CCR and the EMMC.
- **Policy PHS-8.3 Site Planning.** Incorporate noise considerations into the site plan review process, particularly with regard to parking and loading areas, ingress/egress points and refuse collection areas.

City of El Monte Municipal Code

Chapter 8.36 (Noise Control) and Section 17.50.110 (Noise) of the EMMC regulate unnecessary, excessive, and annoying noise and vibration.

EMMC Sections 8.36.040 and 17.50.110 provide ambient noise standards for stationary sources at different zoning districts. The City applies these noise standards to non-transportation noise sources. These standards do not gauge the compatibility of development in the noise environment but provide restrictions on the amount and duration of noise generated at a property, as measured at the property line of the noise receiver. These sections of the EMMC provide the following ambient noise standards to single-family, multi-family, commercial, and industrial zoning districts shown in Table 21.

Table 21 Ambient Noise Standards per Zoning District

Zone	Day 7:00 a.m. to 10:00 p.m.	Night 10:00 p.m. to 7:00 a.m.
Single-family (R-1)	50 dBA	45 dBA
Multi-family (R-2, R-3, R-4)	55 dBA	50 dBA
Commercial (C-1, C-2, C-3)	65 dBA	60 dBA
Industrial (M-1, M-2)	70 dBA	70 dBA

dBA=A-weighted decibels
Source: EMMC Section 8.36.040(A)

EMMC Sections 8.36.040 and 17.50.110 also provide the corrections to noise limits in Table 21, which prohibit the generation of noise that causes the ambient noise standards to exceed by the following between 7:00 a.m. and 10:00 p.m.:

- 5 dBA for a cumulative period of more than five minutes but less than 15 minutes in any hour
- 10 dBA for a cumulative period of more than one minute but less than five minutes in any hour
- 15 dBA for any period of time (less than one minute in an hour).

EMMC Section 8.36.050(A) through (E) further regulate special noise sources in the city, consisting of radios, television sets, other mechanical devices, construction, amplified sound, loading/unloading activities, and interior multi-family residential noise. According to Sections 8.36.050(A), 8.36.050(B), and 8.36.050(D), any noise level from the use or operation of any radio receiving set, musical instruments, loudspeakers phonograph, television set, machinery, equipment, pump, fan, air conditioning apparatus, refrigerating equipment, motor vehicle, or other machine or device is prohibiting from exceeding the noise limit at the property line identified by the provisions of Section 8.36.040(A). EMMC Section 8.36.050(C) limits construction activities to the hours between 6:00 a.m. and 7:00 p.m., Monday through Friday or between the hours of 8:00 a.m. and 7:00 p.m. on Saturday and Sunday. Furthermore, EEMC Section 8.36.050(E) prohibits the opening, closing or other handling of boxes, crates, containers, and building materials in such a manner that causes a noise disturbance between the hours of 10:00 p.m. and 7:00 a.m. in residential zones.

Future Noise and Land Compatibility

Based on the 2019 noise report for the 3650 Center Avenue property (approximately 455 feet southeast of the site), maximum ambient noise levels were 73.9 CNEL, which would be similar to the project site (Urban Crossroads 2019). According to the General Plan noise/land use compatibility table, the project site would fall under Normally Unacceptable conditions. New construction or development should generally be discouraged under Normally Unacceptable conditions. If it does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Residential structures within the noise contours identified may require an acoustical analysis at the discretion of the City’s Building and Safety Division showing that the structure has been designed to limit intruding noise to acceptable interior levels. To comply with these regulations, applicants of new residential projects are required to submit an acoustical report in areas where noise and land use compatibility is a concern. The report is required to analyze exterior noise sources affecting the proposed dwelling site, predicted noise levels at the exterior of the proposed dwelling structure considering present and future land usage, basis for the prediction (measured or obtained from published data), noise attenuation measures to be applied, and an analysis of the noise insulation

effectiveness of the proposed construction showing that the prescribed interior noise level requirements are met. If interior allowable noise levels are met by requiring that windows be inoperable or closed, the design for the structure must also specify the means that will be employed to provide ventilation and cooling to provide a habitable interior environment.

It is important to note that with the Supreme Court decision regarding the assessment of the environment's impacts on projects (*California Building Industry Association (CBIA) v. Bay Area Air Quality Management District (BAAQMD)*, 62 Cal. 4th 369 (No. S 213478) issued December 17, 2015), it is generally no longer the purview of the CEQA process to evaluate the impact of existing environmental conditions on any given project. As a result, while the noise from existing sources is taken into account as part of the baseline, the direct effects of exterior noise from nearby noise sources relative to land use compatibility of the project is no longer a required topic for impact evaluation under CEQA. No determination of significance is required.

- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The project involves the construction of an 87-unit condominium townhome complex, city park, and pedestrian paseo located on an approximately five-acre site. Noise-sensitive receivers, consisting of multi-family residences, may be subject to both temporary construction noise and long-term operational noise. The following discussion addresses construction and operational noise associated with the project.

Construction Noise

Construction activity would result in temporary increases in ambient noise in the project site vicinity on an intermittent basis and, as such, would expose surrounding noise sensitive receivers to increased noise. Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some would have higher continuous noise levels than others, and some may have discontinuous high-impact noise levels. In typical construction projects, grading activities typically generate the highest noise levels because grading involves the largest equipment and covers the greatest area. Foundation excavation and construction is often the second loudest phase, followed by paving and building construction. Project construction phases would include site preparation, grading, building construction, architectural coating, and paving of the project site. It is assumed that diesel engines would power all construction equipment.

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise-sensitive receivers near the project site.

Project construction would occur nearest to the multi-family residence that is surrounded on three sides by the project site. Over the course of a typical construction day, construction equipment would be located as close as 20 feet to adjacent properties but would typically be located at an average distance farther away due to the nature of construction and the size of the project site. Therefore, it is assumed that, over the course of a typical eight-hour construction day, construction equipment would operate at an average distance of 140 feet from the adjacent multi-family residence.

A potential high-intensity construction scenario includes a dozer, excavator, and jackhammer working during grading to excavate, move soil, and break apart on-site concrete. At 140 feet, a dozer, excavator, and jackhammer would generate a noise level of 75 dBA L_{eq} . RCNM calculations are included in Appendix H.

EMMC Section 8.36.050(C) limits construction noise to specific hours during the day but does not include a quantitative standard for construction noise. However, the FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual*. For residential uses, the daytime noise threshold is 80 dBA L_{eq} for an eight-hour period (FTA 2018). Based on an estimated construction noise level of 75 dBA L_{eq} , project construction noise would not exceed the applicable FTA construction noise limit. In addition, construction activities would occur during the permitted hours identified by EMMC Section 8.36.050(C) (i.e., between the hours of 6:00 a.m. and 7:00 p.m. on weekdays and 8:00 a.m. and 7:00 p.m. on weekends). Therefore, noise impacts from construction equipment would be less than significant.

On-Site Operational Noise

On-site operational noise would primarily consist of conversing residents, nearby traffic noise, landscape maintenance, stationary noise (e.g., heating, ventilation, and air conditioning (HVAC) units), and other noise that is typical of an urban area.

Stationary Noise

The primary on-site operational noise source from the project would be from mechanical equipment, such as HVAC units. This analysis assumes the use of a typical HVAC system for multi-family residential sites, which is a 2.5-ton Carrier 24ABA4030 air conditioner with Puron refrigerant that has a sound power level of 76 dBA. Manufacturer's specifications are included in Appendix H. This analysis assumes the project would include a total of 87 HVAC units for each residential unit. Based on the project site plan, the adjacent multi-family residence would be located nearest to seven of the proposed multi-family buildings (i.e., Buildings B-11 and B-12), measured at a distance of approximately 140 feet. For this analysis and based upon a sound power level of 76 dBA, it is estimated that the sound power level of a single HVAC unit would generate an equivalent sound pressure level of 58 dBA at seven feet.

Pursuant to EMMC Section 8.36.050(B), project impacts would be significant if noise levels from the project's HVAC equipment exceed 55 dBA during the day and 50 dBA at night at exterior areas of the adjacent multi-family residence. The combined noise levels generated by the operation of seven HVAC ground units, would be approximately 41 dBA L_{eq} at 140 feet, which would not exceed the City's threshold of 55 dBA during the day or 50 dBA during the night. Impacts related to HVAC noise would be less than significant.

Other Noise Sources

The proposed project would require trash hauling and package delivery services that would result in periodic increases in ambient noise. However, the project site is in an urban area and is surrounded by existing residential and commercial uses that require similar trash hauling and delivery services. Therefore, because trash and delivery trucks are already a common occurrence in the project vicinity, trash and delivery services would not result in a substantial permanent increase in ambient noise levels above levels existing without the project. Furthermore, EMMC Section 8.36.050(E) prohibits the opening, closing or other handling of boxes, crates, containers, and building materials

in such a manner that causes a noise disturbance between the hours of 10:00 p.m. and 7:00 a.m. in residential zones.

Additional on-site noise sources such as landscape maintenance, low-speed traffic on internal roadways, conversations, and outdoor conversation would also be typical of noise generated by neighboring land uses. Moreover, existing vehicle noise along Valley Boulevard would generally dominate outdoor noise at the project frontage such that conversing residents would not generate a substantial increase in noise at the adjacent multi-family residence. Therefore, noise from these sources would not substantially contribute to overall ambient noise levels and impacts would be less than significant.

Off-site Operational Noise

In addition to producing on-site sources of noise, the project would generate vehicle trips, thereby increasing traffic noise on nearby off-site roadways. The project would not make substantial alterations to roadway alignments or substantially change the vehicle classifications mix on local roadways. Therefore, the primary factor affecting off-site noise levels would be increased traffic volumes, particularly on Valley Boulevard due to the location of the project's main driveway off Valley Boulevard. Traffic noise (i.e., roadway noise) associated with project development would result in a significant impact if it would cause the ambient noise level measured at the property line of affected uses to increase by 3 dBA, which would result in a barely perceptible increase in traffic noise.

According to the Transportation Study Screening Assessment prepared by Ganddini Group, Inc. in July 2023, the project is forecast to generate approximately 586 daily trips (Ganddini Group, Inc. 2023; see Appendix I). According to the City of El Monte Traffic count Map, the segment of Valley Boulevard adjacent to the project site carries approximately 19,500 vehicles per day (El Monte 2015). For a barely perceptible noise increase of at least 3 dBA to occur, the project would need to result in a doubling of traffic on the affected road segment. The addition of 586 trips on Valley Boulevard would result in a three percent traffic volume increase. This would result in a noise level increase of less than 1 dBA on Valley Boulevard – below the barely perceptible noise increase of 3 dBA. Therefore, impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Construction activities associated with the project would have the potential to generate groundborne vibration affecting nearby structures. The City has not adopted specific standards for vibration impacts during construction. Therefore, the methodology and vibration levels provided in Caltrans' *Transportation and Construction Vibration Guidance Manual (2020)* is used to evaluate potential construction vibration impacts related to potential building damage. Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted to implement the project. The greatest anticipated source of vibration during general project construction activities would be from a dozer (large bulldozer used as proxy), which would be used during grading activities. Table 22 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration.

Table 22 Typical Vibration Levels during Construction Activities

Equipment	in/sec PPV at 25 feet
Large bulldozer	0.089
Loaded trucks	0.076
Jack Hammer	0.035
Small bulldozer	0.003

Source: Caltrans 2020

Because groundborne vibration could cause physical damage to structures and is measured in an instantaneous period, vibration impacts were modeled based on the distance from the location of vibration-intensive construction activities, conservatively assumed to be at the edge of the project site, to the edge of nearby off-site structures. Therefore, the groundborne vibration analysis differs from the construction noise analysis in that modeled distances for vibration impacts are those distances between the edge of a project site to nearest off-site structures (regardless of sensitivity) whereas modeled distances for construction noise impacts are those distances between the center of on-site construction activity and the property line of the nearest off-site sensitive receivers. Based on the distance from the project site to the adjacent multi-family residence and commercial structures, equipment was modeled at 20 feet from the adjacent multi-family residence and commercial buildings to the west and 20 feet from the commercial buildings to the east. A dozer would create approximately 0.11 in/sec PPV at 20 feet (Caltrans 2020).³ Vibration calculations are included in Appendix H.

Based on the Caltrans criteria shown in Table 19, construction vibration impacts would be significant if vibration levels exceed 0.30 in/sec PPV for older residential structures or 0.50 in/sec PPV for commercial buildings, which is the limit where minor cosmetic (i.e., non-structural) damage may occur to these buildings. Therefore, based on a vibration level of 0.11 in/sec PPV from dozers during construction, construction-related vibration would not exceed respective thresholds for structural damage to the nearest residential and commercial structures. Since other buildings are located at a farther distance, construction-related vibration impacts would not impact farther buildings due to attenuation of vibration levels from the source. Impacts related to groundborne vibration during construction would be less than significant.

Operation of the project would not include stationary sources of significant vibration, such as heavy equipment operations. Therefore, groundborne vibration impacts during project operation would also be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

³ $PPV_{equipment} = PPV_{ref}(25/D)^n$ (in/sec) where PPV_{ref} is the reference PPV at 25 feet (0.210 in/sec for rollers), D is the distance from equipment to the receiver in feet, and n is 1.1 (the value related to the attenuation rate through ground) (Caltrans 2013).

- c. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

As discussed in Section 9, *Hazards and Hazardous Materials*, the project site is located approximately 0.2 mile southeast of the San Gabriel Valley Airport. However, the project site is located outside of the airport's noise contours and influence area and is not included within an airport land use plan (Los Angeles 2023). There are no private airstrips in the vicinity of the project site. Although the project site would potentially be subject to occasional aircraft overflight noise, such occurrences would be intermittent and temporary. Therefore, the project would not expose people working in the project area to excessive noise levels associated with airports or airstrips and the project would not exacerbate existing noise conditions related to airports or airstrips. No impact would occur.

NO IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., 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 people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

According to the California DOF, the City of El Monte has an estimated population of 106,377 with an average household size of 3.6 persons (DOF 2023). SCAG’s 2020 RTP/SCS estimates that the city’s population will increase to 137,500 by 2045, which is an increase of approximately 27 percent or 29,794 persons (SCAG 2020). Based on DOF’s population estimates, the 87 residential units under the proposed project would add approximately 313 residents to the city’s population, which would result an approximately 0.3 percent increase from the existing population of 106,690 residents. This increase would be within SCAG’s 2045 population forecast, and therefore, would not result in unplanned population growth. In addition, according to California DOF estimates, the City has an existing housing stock of 30,019 units, which SCAG forecasts will increase by 6,281 units (an approximate 21 percent increase) to 36,300 units by 2045 (DOF 2023; SCAG 2020). The 87 housing units under the proposed project represent approximately 1.4 percent of the projected increase in housing units. Given that the proposed project would not exceed SCAG’s 2045 population or housing forecast, the project would not cause a substantial increase in population or induce unplanned population growth. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- b. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The project site is currently vacant with remnants of previous development (i.e., asphalt parking areas). Therefore, the proposed project would not displace existing housing or people and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

NO IMPACT

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15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1 Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2 Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3 Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4 Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5 Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Los Angeles County Fire Department (LACFD) provides fire protection and paramedic emergency services to residents and businesses within the city. The LACFD has four fire facilities in El Monte. The nearest fire station to the project site is LACFD Station 166, which is located approximately 0.2-mile southwest of the site at 3616 Santa Anita Avenue. Other stations would respond to emergencies at the project site as needed.

With implementation of the proposed project, demand for fire protection would remain similar to existing conditions since the site has been operating with commercial uses that have relied on the availability of fire protection services. Furthermore, LACFD would review site plans, site construction, and the actual structures prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. In addition, the proposed project would comply with applicable policies and ordinances for fire prevention, protection, and safety as required by the EMMC, which include development with modern materials and in accordance with current standards, and provision of fire alarms and detection systems, and automatic fire sprinklers. With these provisions and because the project site is in an area already served by the LACFD, the proposed project would not require the construction of new or expanded

firefighting facilities. Therefore, the project's potential impacts to fire services and facilities would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The El Monte Police Department (EMPD) provides police protection services to residents and businesses within the city. The EMPD headquarters is located approximately 0.5-mile east of the project site at 11333 Valley Boulevard. The EMPD has 108 sworn officers and 42 civilian employees within various divisions (EMPD 2022). The average response time for emergency calls within the city is 4.39 minutes (EMPD 2015). The City strives to maintain a minimum of seven officers assigned to the EMPD area of responsibility. The DOF estimates that there are currently 106,377 residents in El Monte (DOF 2023). Therefore, EMPD currently operates with approximately one officer per 1,000 residents.

The project would incrementally increase demand for police protection services by adding up to approximately 313 residents to the city, but this increase would result in a nominal change in the ratio of police officers to residents. In June 2022, the EMPD was contacted with information regarding the proposed project and the EMPD indicated that the proposed project would be adequately served by the EMPD headquarters (EMPD 2022). Therefore, although the project would incrementally increase demand for police services, the project would not result in substantial adverse impacts that would require the provision of new or physically altered police protection facilities. Potential impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The project site is served by the El Monte City School District (EMCSD) and the El Monte Union High School District (EMUHSD). EMCSD provides education for Kindergarten through Grade 8 students, and had an enrollment of 7,261 students in the 2021-2022 academic year (Ed-Data 2022a). EMUHSD provides education for Grades 9 through 12 and had an enrollment of 8,125 students in the 2020-2021 (Ed-Data 2022b). The project site would be served by Columbia School (Kindergarten-Grade 8), and El Monte High School (Grades 9-12) (EMCSD 2023, EMUHSD 2023).

The need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to cause new schools to be constructed. The project involves the construction of an 87-unit multi-family residential development, which would increase the number of residential units in the city. Using a Student Yield Factor of 0.5 students per dwelling unit for elementary school districts and conservatively applying this factor to the project's bedroom count (87 units multiplied by four), the proposed project would generate approximately 174 students in the EMCSD. Compared to the 7,261 students enrolled in EMCSD schools for the 2021-2022 school year, the project would incrementally increase existing student enrollment by

approximately 2.3 percent. Using a Student Yield Factor of 0.2 students per dwelling unit for High School Districts and conservatively applying this factor to the project's bedroom count (87 units multiplied by four), the proposed project would generate approximately 70 students in the EMUHSD, which would increase existing student enrollment by approximately one percent.

Furthermore, the project applicant would be required to pay the state-mandated school impact fees that would contribute to the funds available for development of new school facilities. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, the project would not substantially increase the number of students at local public school or lead to the need for new or physically altered school facilities. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The City currently owns and operates 12 public parks totaling approximately 51 acres of land (El Monte 2011a). These areas are all part of the city recreation and parks system. The closest public park to the project site is Rio Vista Park, located approximately 0.5-mile northwest of the project site. The park is approximately two acres and contains a playground, picnic areas, and a walkway for joggers and pedestrians.

The city's current estimated population is 106,377 (DOF 2023). Using the San Gabriel regional average of 3.0 acres per 1,000 residents, as given in the Recreation and Parks Element of the General Plan, the City's parkland goal is approximately 349 acres. Consequently, the existing 51 acres of parkland in the city, which equates to approximately 2.09 acres per 1,000 residents, do not achieve the Recreation and Parks Element goal (El Monte 2011a). The proposed project would involve the construction of an 87-unit multi-family residential community, which would generate approximately 313 residents.

The project includes development of a 0.79-acre city park within the project site. As discussed under Section 14, *Population and Housing*, the addition of 313 residents would increase the City's population to 106,690, and the addition of the city park under the proposed project would increase the city's park land to approximately 51.6 acres. As such, the project would nominally decrease the city's ratio of parkland to residents to approximately 2.07 acres per 1,000 residents. Further, the project applicant would be required to pay City per unit recreation fees for development projects that are used to support park maintenance throughout the city.

Overall, the proposed project would not generate a substantial increase in population within the city, would not considerably alter the parkland-to-resident ratio, and the applicant would pay City development recreation fees. Therefore, the project would not create the need for new or expanded park facilities and impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The project site in an urban area already served by public services and facilities, such as utilities and public libraries. Development of the project would result in incremental impacts to the City's public services and facilities such as storm drain usage, solid-waste disposal, water usage, and wastewater disposal. These impacts are analyzed in Section 10, *Hydrology and Water Quality*, and Section 19, *Utilities and Service Systems*. The project's contribution would be offset through project-specific features described in the individual resource section analyses indicated above.

The City of El Monte is served by three public libraries; the El Monte Library is closest to the project site located approximately 0.6-mile to the south at 3224 Tyler Avenue. As discussed in Section 14, *Population and Housing*, the proposed project could potentially increase the city's population by up to 313 residents, which would be an increase of approximately 0.2 percent. Increased population generated by the proposed project would incrementally increase demand on local public libraries in the vicinity, such as the El Monte Library. However, the project site is in an urban area already served by other commonly used public facilities. As discussed under Section 14, *Population and Housing*, the proposed project would not induce substantial growth and would therefore not adversely affect existing governmental facilities or require the need for new or altered governmental facilities and would generally follow the same use patterns of similar existing residential uses in terms of demand for public services. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with 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 checked="" type="checkbox"/>	<input type="checkbox"/>

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?*

The City currently owns and operates 12 public parks totaling approximately 51 acres of land (El Monte 2011a). These areas are all part of the city recreation and parks system. The closest public park to the project site is Rio Vista Park, located approximately 0.5-mile northwest of the project site. The park is approximately two acres and contains a playground, picnic areas, and a walkway for joggers and pedestrians. Additionally, Fletcher Park is approximately 0.62-mile southwest of the project site and includes a basketball court, playground, and picnic areas. The residents of the proposed project may increase use of the existing parks; however, it is more likely that the future residents would use the city park that would be constructed under the proposed project.

The city's current estimated population is 106,377 (DOF 2023). Using the San Gabriel regional average of 3.0 acres per 1,000 residents, as given in the Recreation and Parks Element of the General Plan, the City's parkland goal is approximately 349 acres. As discussed under Section 15, *Public Services*, the addition of 313 residents would increase the city's population to 106,690, and the addition of the city park under the proposed project would increase the park land to 51.6 acres. As such, the project would change the city's ratio of parkland to residents to approximately 2.07 acres per 1,000 residents. The decrease in population and increase in park land would result in a nominal change in the park to resident ratio.

Further, the project applicant would be required to dedicate land, pay a fee in lieu thereof, or a combination of both, for neighborhood and community park or recreational purposes according to the standards and formula contained in EMMC Section 16.34.030. As such, the proposed project would not cause substantial deterioration of existing parks. Impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

- 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?*

The proposed project includes construction of a 0.79-acre city park at the southwest portion of the project site (see Figure 3). The park would provide two playgrounds, swings, benches, picnic tables, shade structures, single occupancy public restrooms, an art sculpture, and landscaping for residents and the community, and four parking spaces. The park would be constructed according to all applicable local regulations, and the park has been analyzed as part of the project for this IS-MND, which has found that the proposed project would not result in significant adverse physical effects on the environment. Therefore, potential impacts associated with the proposed project would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

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

Ganddini Group, Inc. prepared a Transportation Study Screening Assessment (TSSA) in July 2023 to evaluate the traffic operations for the proposed project, identify potential impacts to the circulation system, and recommend improvements. The following analysis is based on the findings of the TSSA, which is included in Appendix I.

a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Regional access to the project site is provided by I-10 which is approximately 0.5 mile south of the project site, and I-605 which is approximately 2.2 miles east of the project site. Local access to the site is provided by Valley Boulevard and Tyler Avenue. In addition, regional mass transit service is provided by Metrolink, with the closest train stop being the El Monte Metrolink Station on Railroad Street which is adjacent to the northeast boundary of the project site. The El Monte Trolley Station is adjacent to the Metrolink Station at the northeast boundary of the project site. A bus stop for the Green and Red Routes for the El Monte Trolley is on the south side of Valley Boulevard and Monterey Avenue, and a bus stop for the Blue and Red Routes for the El Monte Trolley is approximately 1,000 feet west of the site at the intersection of Valley Boulevard and Santa Anita Avenue. Bus stops for the Metro 76 and 267 lines are approximately 1,200 feet west of the project site at the intersection of Main Street and Santa Anita Avenue. Approximately 1,200 feet southeast of the project site, at the intersection of Main Street and Tyler Avenue, there are bus stops for Metro 268 line, and the Red, Yellow, Blue, and Orange Routes for the El Monte Trolley.

The proposed project involves multiple access points from Valley Boulevard and Railroad Street. Monterey Avenue would also be an access road within the project site. Sidewalks would be provided along all roadways abutting the project site for pedestrian access, and the project would convert the portion of El Monte Avenue, from Railroad Street to Valley Boulevard, to a pedestrian walkway (the

El Monte Paseo). The northern portion of the El Monte Paseo would include four bicycle racks and a bicycle repair station. There are no bicycle lanes along any of these roadways; however a Class II bicycle lane is proposed along the project site's frontage with Valley Boulevard according to San Gabriel Regional Bicycle Master Plan (Alta 2014).

Project Construction

Construction of the proposed project would generate traffic for deliveries of equipment and materials to the project site and construction worker traffic. Construction-related vehicles would travel to, and access, the project site via Valley Boulevard and Monterey Avenue. Construction worker trips were estimated based on default values provided by the CalEEMod (see Appendix A). The project would generate a maximum of 126 construction worker trips per day and would require approximately 62 hauling trips per day during the approximately one-month grading phase for soil import. Construction worker and hauling traffic may result in increased traffic in the vicinity of the project site; however, these impacts would be temporary and minimal.

Construction of the proposed project would not involve any vehicle or equipment staging on Valley Boulevard. Construction vehicles and equipment would be staged on the project site. Temporary lane closures on Valley Boulevard may be required during site entrance construction, but access to these roadways would be maintained throughout the construction period. Construction also would not require any temporary closures or alterations to the bus stops located near the project site.

To further lessen the potential impact of construction traffic, the project would be required to comply with all local and State standard conditions pertaining to construction, including work hours, traffic control plans, haul routes, access, oversized-vehicle transportation permits, site security, noise, vehicle emissions, and dust control. Whenever possible, construction-related trips would be restricted to off-peak hours. Transportation of heavy construction equipment and or materials requiring the use of oversized vehicles would require the appropriate transportation permit. In addition, pursuant to City regulations, if construction work will impact the public right-of-way, the construction contractor would be required to submit a construction work site traffic control plan to the City for review and approval prior to the start of any construction work that would impact the public right-of-way. The plan would be required to demonstrate the location of any roadway, sidewalk, bike route, bus stop or driveway closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. Temporary traffic controls used around the construction area would be required to adhere to the standards set forth in the California Manual of Uniform Traffic Control Devices and construction activities would be required to adhere to applicable City ordinances. Therefore, construction would not conflict with any programs, plans, or ordinances addressing the circulation system.

Project Operation

Operation of the project would generate new vehicle trips from residents accessing the site. According to the TSSA, the proposed project would generate approximately 586 daily trips, 34 AM peak hour trips, and 44 PM peak hour trips total. As further described under Impact 17b, in accordance with the City's VMT thresholds, VMT impacts associated with the project would be less than significant.

In addition to the City's adopted VMT guidelines, the City's Circulation Elements of the General Plan and Downtown Main Street Specific Plan, contain the City's goals addressing the circulation system and mobility. The proposed project's consistency with the relevant goals, objectives, and policies are illustrated in Table 23.

Table 23 Project Consistency with Applicable Circulation Goals and Policies

Goal	Project Consistency
General Plan Circulation Element	
<p>Goal C-5: A connected, balanced, and integrated system of walking, biking, and equestrian paths and trails that is accessible and safe and connect to homes, residences, parks, and other community destinations.</p> <p>Policies</p> <p>C-5.4 Bicycle Amenities. Provide bicycle amenities throughout the City, including items such as bike racks, bike lockers, and traffic signal crossing buttons for bicyclists.</p> <p>C-5.5 Citywide Pedestrian Network. Establish a citywide network of sidewalks, trails, and paths that connects neighborhoods, schools, open space, and major destinations, where feasible. Coordinate provision of the pedestrian network with adjacent jurisdictions.</p> <p>C-5.6 Pedestrian Amenities. Provide amenities along pedestrian routes, such as well-maintained and landscaped sidewalks, tree shade cover, benches, pedestrian phases at signalized intersections, and midblock signalized or well-signed pedestrian crosswalks.</p>	<p>Consistent. The proposed project includes a city park and the El Monte Paseo, which would contain a walkway that connects pedestrians from Valley Boulevard to the El Monte Metrolink and Trolley stations. The existing sidewalk along Valley Boulevard would be improved as an extension to the Paseo. The Paseo would include landscaping, benches, tree shades, trellises, a bicycle repair station, and bicycle racks. Implementation of the project would be consistent with the goal and policies associated with walking and biking.</p>
<p>Goal C-6: Integration of circulation and land use development policies and practices that support walking, bicycling, and use of transit through a variety of supportive land use development and urban design measures.</p> <p>C-6.2 New and Substantially Rehabilitated Development. Require new development to provide amenities for transit, bicyclists, and pedestrians and to provide connections to the bicycle and pedestrian networks where appropriate.</p> <p>C-6.4 Parking Supply. Require residential, commercial, industrial, and other land uses in the community to provide adequate onsite parking for their respective uses; allow for joint-use parking provided the parking needs of individual uses are satisfied.</p> <p>C-6.5 Land Use Strategies. Encourage the focusing of residential development densities and nonresidential building intensities within transit-oriented districts, along transit corridors, and near transit hubs and transit stations.</p> <p>C-6.6 Project Mitigation. Require appropriate mitigation measures to be implemented by projects that have a significant or potentially significant impact on the transportation network.</p>	<p>Consistent. The project is a multi-family residential project in a commercial and residential area with nearby access to retail, services, and public transit providing for a variety of mobility options for residents. The roads surrounding the project site have existing sidewalks for pedestrians, a Metrolink train station is adjacent to the project site, and multiple Metro and El Monte Trolley bus lines are adjacent to or within walking distance of the project site. The project would include a city park, bicycle racks, and the El Monte Paseo which would link pedestrians along Valley Boulevard to the Metrolink and El Monte Trolley stations. The project would also include residential parking and four parking spaces for the city park. According to the TSSA prepared for the proposed project, the project would generate less than 50 new AM or PM peak hour trips. Therefore, the project is exempt from a level of service (LOS) traffic analysis based on the City TIA Guidelines. And the project is screened out from a detailed VMT analysis because the site is in a low VMT area identified in the SGVCOG VMT Screening Tool. Therefore, no mitigation measures are required to address potentially significant traffic and transportation impacts. The proposed project would be consistent with this goal and policies.</p>
2017 Downtown Main Street Specific Plan	
<p>3.3.4 Pedestrian Paseos</p> <p>a. El Monte Avenue should be transformed into a pedestrian focused promenade linking the Metrolink Station to the Downtown core. The existing pedestrian paseo near El Monte Avenue, south of Main Street, should be enhanced with pedestrian amenities as described in "Guideline d" below.</p>	<p>Consistent. The proposed project includes the El Monte Paseo which would link pedestrians along Valley Boulevard to the Metrolink and El Monte Trolley stations. The Paseo would include landscaping, benches, tree shades, trellises, a bicycle repair station, and bicycle racks.</p>

Goal	Project Consistency
<p>d. Pedestrian amenities such as seating, decorative lighting, wayfinding signage, planters, fountains, drinking fountains, distinctive paving, decorative tiles, public art, landscaping, potted plants and bicycle racks should be incorporated to enhance the paseo environments. Focal points within pedestrian paseos should be incorporated, such as water features or sculptures, where appropriate.</p>	
<p>3.6.5 Bicycle Racks</p> <p>c. Bicycle racks should be located within or adjacent to all existing and proposed plazas and pedestrian paseos and high ridership bus shelters/stops.</p>	<p>Consistent. Bicycle racks would be included at the north end of the proposed El Monte Paseo.</p>
<p>Source: El Monte 2011, El Monte 2017</p>	

As evaluated above, the proposed project would not conflict with the transportation and circulation goals, objectives, and policies contained in the El Monte General Plan and the Downtown Main Street Specific Plan. The project would continue to be served by and would not interfere with existing and planned roadway, pedestrian, and public transit facilities. The proposed project would not alter the alignment of Valley Boulevard, nor would the project alter operation of the existing Metrolink train stops in the site vicinity. Therefore, project operation would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Potential impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

b. *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, generally require the use of VMT as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects statewide are required to utilize the updated CEQA Guidelines for evaluating transportation impacts as of July 1, 2020.

The updated CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, CEQA Guidelines Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

According to the City of El Monte’s *Transportation Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled and Level of Service Assessment* from October 2020, certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing a LOS traffic impact analysis. The proposed project is projected to generate less than 50 new AM or PM peak hour trips. Therefore, the project is exempt from a LOS traffic analysis based on the City TIA Guidelines.

The project VMT impact has been assessed in accordance with the City TIA Guidelines, which establish screening thresholds for certain types of projects that may be presumed to cause a less than significant VMT impact based on substantial evidence provided in the Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018). Consistent with recommendations in the OPR Technical Advisory, the City has established three screening criteria for projects that may be presumed to have a less than significant VMT impact. These include if the project is located within a Transit Priority Area (TPA), is a residential or office project located in a low-VMT generating area based on the San Gabriel Valley Council of Governments (SGVCOG) VMT Screening Tool, or if the project is a local-serving retail project of less than 50,000 square feet.

According to the TSSA, the project is screened out from a detailed VMT analysis because the proposed residential project would be located in a low VMT area identified in the SGVCOG VMT Screening Tool. In addition, the project site is within a half-mile of a high-quality transit corridor and thus the project is presumed to have a less than significant transportation impact pursuant to the CEQA guidelines. The residential uses associated with the project are consistent with the predominant land uses in the vicinity of the project site, which includes a commercial and residential land uses. Therefore, the project is reasonably expected to generate similar VMT as the existing land uses in this low-VMT area. In accordance with the City's VMT thresholds, VMT impacts associated with the project would be less than significant.

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- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*

Vehicle access to the project site would be available via Valley Boulevard, Monterey Avenue, and Railroad Street. Monterey Avenue would also be an access road within the project site. The project would not alter Valley Boulevard, Railroad Street, or El Monte Avenue (e.g., no roadway widening required). Furthermore, the proposed residential development would not result in uses that would be incompatible with the existing land uses surrounding the project site. Therefore, implementation of the project would not result in substantial hazards due to geometric design features or incompatible uses. No significant adverse impacts would occur.

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- d. *Would the project result in inadequate emergency access?*

During construction, temporary and occasional lane closures may be required on Valley Boulevard, Monterey Avenue, Railroad Street, and El Monte Avenue. However two-way traffic would still be maintained at construction entry points and along Valley Boulevard. Therefore, project construction would not result in inadequate emergency access to the project site or surroundings.

During project operation, emergency response vehicles would be able to access the project site via the entrances on Valley Boulevard, Monterey Avenue, and Railroad Street. Site circulation plans would be reviewed by the EMPD during the project application process to ensure adequate onsite lane widths and configurations for emergency vehicle ingress and egress. Furthermore, the proposed project would not modify existing roadways in the vicinity, other than by adding new site access points, and would therefore not affect emergency vehicle use of area roadways. The project would also be subject to LACFD review of site plans prior to occupancy to ensure that required fire

protection safety features, including building sprinklers and emergency access, are implemented. Therefore, potential impacts related to emergency access would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a PRC Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, “tribal cultural resources.” AB 52 establishes that “A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that

is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

On June 28, 2022, the City sent notification letters via certified mail to nine contacts from California Native American Tribes that are traditionally and culturally affiliated with the project area pursuant to PRC Section 21080.3.1 and AB 52. The letters were sent to representative of the Gabrieleño Band of Mission Indians – Kitz Nation, Gabrieleño Tongva Indians of California Tribal Council, Gabrieleño Tongva Nation, Gabrieleño Tongva of the Los Angeles Basin Tribal Council, Gabrieleño Tongva Tribe, Gabrieleño-Tongva Tribe, Gabrieleño Tongva Tribal Council, San Gabriel Band of Mission Indians, and Torres Martinez Desert Cahuilla Indians.

The City received a response from Gabrieleño Band of Mission Indians – Kitz Nation on September 12, 2022 requesting all information that the City may possess or has access to attain regarding the history of the subsurface soils that will be impacted as part of the project’s ground disturbance activities, and proposed mitigation measures for the project. The City responded stating it is unlikely that the original soils are still intact due to previous ground disturbances and agreed to include the proposed mitigation measures for the proposed project (refer to the Tribal Cultural Resources section of this IS-MND). The Gabrieleño Band of Mission Indians – Kitz Nation concluded AB 52 consultation on September 28, 2022. The City did not receive any other requests for Tribal consultation. Native American Tribes wishing to partake in AB 52 consultation are required to have responded by July 28, 2022.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in PRC Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in PRC Section 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1?*

As discussed in Section 5, *Cultural Resources*, the project would have no impact on historical resources and there is also no evidence that archaeological resources are present onsite given the negative results of the SLF search and based on the pedestrian survey. Although it is not anticipated that intact tribal cultural resources are present on the project site, the potential for the recovery of buried cultural materials during project construction activities cannot be completely ruled out. Mitigation Measures TCR-1 through TCR-3, below, and measures identified in Section 5, *Cultural Resources*, would address potentially significant impacts relating to the unanticipated discovery of cultural resources or human remains during project construction. With adherence to Mitigation Measure TCR-1 through TCR-3 and regulatory compliance, impacts would be less than significant with mitigation.

Mitigation Measures

TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

- The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
- On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.
- Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-2 Unanticipated Discover of Human Remains and Associated Funerary Objects

- Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to

the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

- Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)
- Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.
- Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

TCR-3 Procedures for Burials and Funerary Remains

- As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.
- If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
- The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.
- In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.
- In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the

project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

- Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
- The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Significance After Mitigation

Implementation of Mitigation Measure TCR-1 through TCR-3 would reduce impacts to a less than significant level by ensuring that an unanticipated find of tribal cultural resources are evaluated and treated accordingly.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

-
- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*
 - c. *Would the project 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?*

Water

The project site is in an urbanized area that is well-served by existing utilities infrastructure. The project site lies within the service boundaries of the El Monte Water Department (EMWD) from which it would receive water service. EMWD owns and operates six deep wells, a 1,000,000-gallon reservoir, and a 200,000-gallon elevated tank, which serve approximately 22,700 businesses and households (El Monte 2022). As discussed further below under Impact 19.b, EMWD would have adequate water supplies available for the proposed project and no new or expanded water facilities would be required to serve the project. Therefore, no significant adverse impacts related to water facilities would occur.

Wastewater Treatment

The City owns a sanitary sewer system of over 125 miles of sewer lines, eight sewage lift stations, and 2,687 manholes (El Monte 2022). While the City owns the local sewer infrastructure, wastewater treatment services are provided by Los Angeles County Sanitation District (LACSD) at three treatment plants: the Whittier Narrows Water Reclamation Plant, the Los Coyotes Water Reclamation Plant, and the San Jose Creek Reclamation Plant (El Monte 2016). The Whittier Narrows Water Reclamation Plant serves approximately 150,000 people and has a capacity to treat approximately 15 million gallons of wastewater per day (gpd). The Los Coyotes Water Reclamation Plant serves approximately 370,000 people and has a capacity of approximately 37.5 million gpd. The San Jose Creek Reclamation Plant serves approximately 1,000,000 people and has a capacity of approximately 100 million gpd (LACSD 2022).

According to CalEEMod outputs (Appendix A), the project is anticipated to require approximately 3,471,380 gallons of water per year. Assuming that total water demand is equivalent to approximately 120 percent of wastewater generation, the project would generate approximately 4,165,656 gallons of wastewater per year, or approximately 11,413 gpd, which would account for approximately 0.08 percent, 0.03 percent, and 0.01 percent of the remaining capacities of the Whittier Narrows Water Reclamation Plant, the Los Coyotes Water Reclamation Plant, and San Jose Creek Reclamation Plant, respectively. Therefore, the Whittier Narrows Water Reclamation Plant, Los Coyotes Water Reclamation Plant, and San Jose Creek Reclamation Plant would have adequate capacity to provide wastewater treatment for the proposed project and the proposed project would not require the construction of new or expanded wastewater conveyance or treatment facilities. Potential impacts would be less than significant.

Stormwater

The project site would continue to connect to the existing storm drain system operated and maintained by the City. The proposed project would increase impervious surfaces over the project site due to construction of the 87-unit multi-family residential community, city park and pedestrian paseo. As discussed in Section 10, *Hydrology and Water Quality*, the project will be required to comply with the EMMC and MS4 Permit, which require on-site BMPs to capture and treat flows. Therefore, no significant adverse impacts related to new or expanded stormwater facilities would occur.

Electric Power, Natural Gas, and Telecommunications

The project would not cause substantial unplanned population growth (see Section 14, *Population and Housing*), and would not result in wasteful or inefficient use of energy (see Section 6, *Energy*).

Project operation would result in an increase in electricity consumption on the project site by 333,649 kWh per year. The project’s electricity demand would be served by SCE, which supplied 81,129 GWh of electricity to its service area in 2021 (CEC 2021c). The project’s electricity demand would represent a negligible percentage of electricity provided by SCE. There are existing distribution lines along Valley Boulevard, El Monte Avenue, and Monterey Avenue. Therefore, the project would connect to existing electrical utility lines and would not require the extension or expansion of electrical facilities.

According to CalEEMod outputs (Appendix A), estimated natural gas consumption for the project would be 1,418,594 kilo-British thermal units (kBTU) per year. The project’s natural gas demand would be served by the Southern California Gas Company (SoCalGas), which provided approximately 5,101 millions of therms (MMthm) per year in 2021 (CEC 2021d). The project’s natural gas consumption would represent a negligible percentage of natural gas provided by SoCalGas, indicating that there are adequate facilities and supplies in the area to serve the project. Therefore, the project would not require additional natural gas storage/transmission facilities. Likewise, the project site is an infill project served by existing telecommunications facilities within the city and would not require the expansion or construction of new telecommunications infrastructure.

As described in the above analysis, the project would not result in significant environmental impacts due to the construction of new utility facilities and the project would be served by a wastewater treatment plant with adequate capacity. No significant adverse impacts would occur.

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b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The project site receives its water service from the EMWD. EMWD primarily sources its water supply from six production wells throughout the city, which all extract groundwater from the Main San Gabriel Groundwater Basin.

According to the City’s 2020 UWMP, EMWD would have an adequate supply of water, with normal conservation efforts, to meet projected demand through 2045 in average year, single dry year, and multiple dry year scenarios (EMWD 2021). Table 24 through Table 26 show projected water supply and demand under normal year, single dry year, and multiple dry year conditions in the EMWD service area through 2045.

Table 24 Normal Year Water Supply and Demand Comparison (acre-feet per year [AFY])

Year	2025	2030	2035	2040	2045
Projected Normal Year Supply	2,503	2,592	2,661	2,713	2,752
Projected Normal Year Demand	2,503	2,592	2,661	2,713	2,752
Surplus	0	0	0	0	0

Table 25 Single Dry Year Water Supply and Demand Comparison (AFY)

Year	2025	2030	2035	2040	2045
Projected Normal Year Supply	2,693	2,790	2,864	2,920	2,962
Projected Normal Year Demand	2,693	2,790	2,864	2,920	2,962
Surplus	0	0	0	0	0

Table 26 Multiple Dry Year Water Supply and Demand Comparison (AFY)

Year		2025	2030	2035	2040	2045
Year 1	Supply	2,717	2,814	2,890	2,946	2,988
	Demand	2,717	2,814	2,890	2,946	2,988
	Surplus	0	0	0	0	0
Year 2	Supply	2,693	2,790	2,864	2,920	2,962
	Demand	2,693	2,790	2,864	2,920	2,962
	Surplus	0	0	0	0	0
Year 3	Supply	2,503	2,592	2,661	2,713	2,752
	Demand	2,503	2,592	2,661	2,713	2,752
	Surplus	0	0	0	0	0
Year 4	Supply	2,384	2,469	2,535	2,584	2,621
	Demand	2,384	2,469	2,535	2,584	2,621
	Surplus	0	0	0	0	0
Year 5	Supply	2,360	2,444	2,509	2,558	2,595
	Demand	2,360	2,444	2,509	2,558	2,595
	Surplus	0	0	0	0	0

The project would be constructed in accordance with all applicable CBC standards, including those that mandate water-efficient fixtures and features, and would also be mandated to adhere to applicable water conservation measures for landscaping. According to CalEEMod results (see Appendix A), the project would demand approximately 3,471,380 gallons of water per day, or approximately 10.7 AFY. EMWD anticipates water demand to increase by 2,503 to 2,752 AFY between 2025 and 2045. The project’s water demand would account for approximately 0.43 to 0.39 percent of EMWD’s anticipated water demand and therefore would be accommodated by the water supply available for the city during normal, single dry year, and multiple dry year conditions through the year 2045. No significant adverse impacts related to water supply would occur.

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- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

AB 341 set a statewide goal for a 75 percent reduction in waste disposal by the year 2020 and established mandatory recycling for commercial businesses. The City is required to comply with this law and report their progress towards achieving the 75 percent reduction goal to the Department of Resources Recycling and Recovery (CalRecycle). The City contracts with Valley Vista Services (VVS) to provide trash, recycling, and special pickup services for residents. After collection, VVS delivers the waste to either the El Sobrante Landfill located in the City of Corona, or the Mid-Valley Landfill in the City of Rialto (VVS 2022). The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons of solid waste per day. The anticipated life for the landfill at its currently permitted capacity is January 2051. The last reported remaining capacity at the landfill was approximately 209 million cubic yards (CalRecycle 2022a). The Mid-Valley Landfill has a maximum permitted throughput of 7,500 tons of solid waste per day. The anticipated life for the landfill at its currently permitted capacity is April 2045. The last reported remaining capacity at the landfill was approximately 61.2 million cubic yards (CalRecycle 2022b). Construction of the proposed project would generate solid waste, including construction debris. This construction debris would include materials such as scrap wood, concrete, and plaster materials. Construction debris would be removed and disposed of in a timely manner and in accordance with all applicable laws and regulations. The handling of all debris and waste generated during construction of the project would be subject to CALGreen requirements and the California Integrated Waste Management Act of 1989 (AB 939) requirements for salvaging, recycling, and reuse of materials from construction activity on the project site. In accordance with CALGreen requirements, the project would be required to achieve a minimum of 65 percent diversion rate for construction waste. The removal of construction debris would only occur during the construction period and would be hauled to a facility that allows the inert debris (gravel, rocks, soil, etc.) that is currently on the project site. Therefore, construction of the proposed project would not contribute to an exceedance of the permitted capacity of any local landfill.

According to the CalEEMod results (see Appendix A), operation of the proposed project would generate approximately 78.2 tons of solid waste per year or 0.2 tons per day. The project's anticipated daily solid waste generation would account for approximately 0.001 percent of the El Sobrante Landfill's permitted throughput, and 0.003 percent of the Mid-Valley Landfill's permitted throughput. Because the project would generate a relatively small amount of solid waste per day as compared to the permitted throughput at the receiving landfills, impacts to the El Sobrante Landfill and Mid-Valley Landfill facilities during the project's long-term operational activities would be less than significant. In addition, the proposed project would comply with federal, State, and local statutes and regulations related to solid waste, such as AB 939 and the City's recycling programs for residences. Therefore, no significant adverse impacts related to solid waste would occur.

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

A Fire Hazard Severity Zone (FHSZ) is a mapped area that designates zones (based on factors such as fuel, slope, and fire weather) with varying degrees of fire hazard (i.e., moderate, high, and very high). While FHSZs do not predict when or where a wildfire will occur, they do identify areas where wildfire hazards could be more severe and therefore are of greater concern. FHSZs are meant to help limit wildfire damage to structures through planning, prevention, and mitigation activities/requirements that reduce risk. The FHSZs serve several purposes: they are used to designate areas where California's wildland urban interface building codes apply to new buildings, they can be a factor in real estate disclosure, and they can help local governments consider fire hazard severity in the safety elements of their general plans.

The project site is in an urban area of El Monte surrounded by roads and structures, including residential and commercial buildings. Undeveloped wildland areas are not located near the project

site. According to the California FHSZ Viewer, the project site is not located in a FHSZ or VHFHSZ for wildland fires (CALFIRE 2023). The nearest VHFHSZ is located approximately 3.5 miles southeast of the project site on the opposite side of I-10 and I-605. Therefore, the project site is not located near a state responsibility area (SRA) or classified as having a high fire hazard.

The project involves the construction of an 87-unit multi-family residential community that would incrementally increase demand for fire protection services. As discussed in Section 15, *Public Services*, the project site is in an urbanized area already served by the LACFD and would not have a significant impact on fire response times nor create a substantially greater need for additional fire protection services above current capacity. The nearest fire station is LACFD Station 166, located approximately 0.2 mile southwest of the project site at 3615 Santa Anita Avenue, and would provide emergency and evacuation services in the event of a fire. Furthermore, all buildings would be constructed to meet the current building code fire safety requirements. Construction of the proposed project would maintain emergency access to the site and on area roadways and would not include any components, such as roadway closures, that would interfere with an emergency response plan or evacuation route. No significant adverse impacts would occur.

NO IMPACT

- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

As discussed under response impact 20.a, the project site is not located in a FHSZ or VHFHSZ for wildland fires. There are no streams or rivers located on or adjacent to the project site, and the project site and surrounding areas are relatively flat, and not at high risk of downslope or downstream flooding or landslides. The project does not propose uses that could exacerbate wildfire risks and risks to project occupants would be mitigated through conformance with the 2022 California Fire Code, 2022 CBC, and California Health and Safety Code, which establish provisions for fire safety related to construction, maintenance and design of buildings, and land uses. Therefore, the project would not exacerbate wildfire risks or expose people or structures to risk due to runoff, post-fire slope instability, or drainage changes. Likewise, residents of the project site would not be exposed to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact would occur.

NO IMPACT

- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

The project site is not within or near a VHFHSZ or SRA. The project site is located approximately 3.5 miles from the nearest mapped VHFHSZ (CALFIRE 2023). The project site is undeveloped but is within an urbanized area served by existing infrastructure, including roads and utilities. The project would be served by Valley Boulevard as the primary access road and the existing utilities in the project area and would not require the installation or maintenance of associated infrastructure within FHSZs that may exacerbate fire risk. No impact would occur.

NO IMPACT

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21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Does the project:

a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

The project site is within an urbanized area and is not within the vicinity of natural or wildland areas. As discussed in Section 4, *Biological Resources*, regional wildlife movement is restricted given the built-out nature of the project area, and no native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites exist on or immediately around the project site. However, the site currently contains several trees and nonnative grasses and shrubs which may provide nesting habitat for birds. Therefore, Mitigation Measure BIO-1 would require a pre-construction nesting bird survey should construction occur

during the breeding season to avoid potential impacts to any on-site nesting birds. Furthermore, as discussed in Section 4, *Biological Resources*, Section 5, *Cultural Resources*, Section 7, *Geology and Soils*, and Section 18, *Tribal Cultural Resources*, the proposed project would have a less-than-significant impact to cultural resources, paleontological resources, and tribal cultural resources with implementation of Mitigation Measures BIO-1, CUL-1 through CUL-3, GEO-1, GEO-2, TCR-1, through TCR-3 which require adherence to existing local, State, and federal regulations and/or specific monitoring procedures related to nesting birds, geotechnical design, and the discovery of any unanticipated archaeological resources, human remains, paleontological resources, and tribal cultural resources during construction activity. Therefore, the proposed project would not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant with mitigation.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

As discussed throughout this IS-MND, implementation of the proposed project has the potential to result in effects to the environment that are individually limited but cumulatively considerable. In all instances where the project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less-than-significant levels.

Aesthetics

New development on the project site and in the surrounding area would change the existing character of the project’s viewshed; however, all development in the immediate vicinity of the project would be required to comply with the development regulations and design standards contained in the EMMC, which would ensure that minimum standards related to visual character and quality are met to preclude adverse aesthetic effects (e.g., size, scale, building materials, lighting). Accordingly, the project’s aesthetic impacts would not be cumulatively considerable.

Agriculture and Forestry Resources

The project would have no impact on agricultural resources. Therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic.

Air Quality

Based on SCAQMD guidance, any direct exceedance of a regional or localized threshold also is considered to be a cumulatively considerable effect, while air pollutant emissions below applicable regional and/or localized thresholds are not considered cumulatively considerable. As discussed in the preceding analysis, the project would not exceed SCAQMD’s regional threshold for criteria pollutants during construction or operation of the project. Therefore, project-related construction and operation emissions are not cumulatively considerable.

Biological Resources

The project site does not support any sensitive plant or wildlife species, riparian, or sensitive natural habitat, or federally protected wetlands; therefore, there is no potential for the project to contribute to a cumulatively considerable impact under these resources. Although the project site is highly disturbed and fragmented from other open space areas under existing conditions, there is the remote potential that nesting birds could occur in the area that are adapted to disturbed areas and urban environments prior to construction. The project's potential impacts to nesting birds would be cumulatively considerable. Mitigation Measure BIO-1 would reduce the project's cumulative effects to less-than-significant levels by ensuring that impacts to nesting birds are mitigated.

Cultural Resources

Implementation of the project has the potential to impact masked/buried archaeological resources on the project site and, therefore, would result in a significant cumulative impact in the event any of such resources were found on-site during construction. Mitigation Measure CR-1 would require the project applicant to implement monitoring and recovery programs in conformance with accepted protocols for archaeological resources in the event these resources are found during project construction. With implementation of Mitigation Measure CR-1, potential cumulative impacts would be reduced to less-than-significant levels. In addition, there is a remote potential for the recovery of human remains during ground-disturbing activities. With implementation of Mitigation Measure CR-2, potential cumulative impacts would be reduced to less-than-significant levels.

Energy

The project's construction and operation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary and would not obstruct a State or local plan for renewable energy or energy efficiency. In addition, all cumulative projects would be required to comply with Title 24, which establishes standards for energy efficiency and "green" construction. Therefore, implementation of the project would not result in a cumulatively considerable impact on energy.

Geology and Soils

Potential effects related to geology and soils are inherently site-specific; therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic. In addition, with implementation of Mitigation Measure GEO-1, the project would be designed to reduce the risk for seismic-related ground failure, including liquefaction. Furthermore, all development proposals would be required to comply with applicable federal, State, and local regulations that are in place to preclude adverse geology and soils effects, including effects related to strong seismic ground shaking, fault rupture, soil erosion, and hazardous soil conditions (e.g., liquefaction, expansive soils, landslides).

There is remote potential that paleontological resources are buried beneath the surface of the project site and could be impacted during construction. Other projects within region would similarly have the potential to impact unknown, subsurface paleontological resources during ground-disturbing activities. Therefore, the potential for development on the project site to impact subsurface paleontological resource deposits is a cumulatively considerable impact. However, application of Mitigation Measure GEO-2 would reduce the project's cumulative impacts to less-than-significant levels.

Greenhouse Gas Emissions

As described in the preceding analysis, global climate change (GCC) occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant GCC-related effects in the absence of cumulative sources of GHGs. The *CEQA Guidelines* also emphasize that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (see *CEQA Guidelines* Section 15130[f]). Accordingly, the preceding analysis reflects a cumulative impact analysis of the GHG emissions related to the project. As concluded under Impact 8.a and 8.b, the project would not result in a cumulatively considerable impact related to GHG emissions.

Hazards and Hazardous Materials

There is potential that hazardous conditions beneath the surface of the project site could result in an impact during construction. Other projects within region could result in similar subsurface hazardous impacts during ground-disturbing activities due to past land uses in the vicinity of the project site. Therefore, the potential for development on the project site to result in a potential hazardous impact is a cumulatively considerable impact. However, implementation of Mitigation Measure HAZ-1 would reduce the project's cumulative impacts to less-than-significant levels.

Hydrology and Water Quality

Construction and operation of the project and other projects in the Los Angeles River watershed would have the potential to result in a cumulative water quality impact, including erosion and sedimentation. However, in accordance with applicable federal, State, and local regulations, all development projects would be required to implement plans during construction and operation (e.g., SWPPP and WQMP) to minimize adverse effects to water quality, which would avoid a cumulatively considerable impact.

The project and other projects in the Los Angeles River Basin would be required to comply with federal, State, and local regulations in order to preclude flood hazards both on- and off-site. Compliance with federal, State, and local regulations would require on-site areas to be protected, at a minimum, from flooding during peak storm events (i.e., 100-year storm) and that proposed development would not expose downstream properties to increased flooding risks during peak storm events. Accordingly, a cumulatively considerable effect related to flooding would not occur.

Land Use and Planning

The project would not physically divide an established community, or conflict with applicable land use or planning documents; therefore, there is no potential for the project to contribute to a cumulatively considerable impact related to land use and planning.

Mineral Resources

The project would have no impact on mineral resources. Therefore, there is no potential for the project to contribute to a cumulatively considerable impact under this topic.

Noise

Noise levels diminish rapidly with distance; therefore, for a development project to contribute to a noise-related cumulative impact it must be near another development project or source of substantial noise. There are no construction projects in the immediate vicinity of the project site

that are expected to have periods of substantial construction noise (e.g., operation of heavy, off-road diesel equipment) that would overlap with substantial periods of project-related construction noise. Accordingly, cumulatively considerable impacts related to periodic construction noise and construction-related vibration would not occur.

Under long-term operating conditions the project would comply with Chapter 8.36 (Noise Control) and Section 17.50.110 (Noise) of the EMMC and would not produce noticeable levels of vibration; therefore, cumulatively considerable impacts related to these issue areas would not occur. The analysis provided under impact 13.a demonstrates that the project would not result in a cumulatively considerable impact related to transportation noise under long-term conditions.

Population and Housing

The project would generate an estimated 313 residents, which would not exceed SCAG's 2045 population or housing forecast. Therefore, the project would not implement a land use that generates new residents and would not require the construction of replacement housing. Accordingly, there is no potential for the project to result in an adverse, cumulatively considerable environmental effect related to population and housing.

Public Services

All development projects in El Monte, including the proposed project, would require compliance with applicable policies and ordinances for fire prevention, protection, and safety. The project would also incrementally increase demand for police protection services and would be required to pay the state-mandated school impact fees to offset the incremental increase in demand for new school facilities. Based on the foregoing, the project would not result in cumulatively considerable impacts to resident-serving public facilities such as schools, parks, libraries, and other public facilities or services.

Recreation

The project includes construction of a 0.79-acre city park and would be required to dedicate land, pay a fee in lieu thereof, or a combination of both, for neighborhood and community park or recreational purposes according to EMMC Section 16.34.030. Therefore, the project would not result in a cumulatively considerable impact.

Transportation

The project would not conflict with any City policies addressing the circulation network and would not generate substantial VMT. Therefore, the project would not contribute to any cumulatively considerable adverse transportation effects.

Tribal Cultural Resources

Development activities on the project site would not impact any known tribal cultural resources. However, there is the remote potential that such resources are buried beneath the surface of the project site and could be impacted during construction. Other projects within the region would similarly have the potential to impact unknown, subsurface tribal cultural resources during ground-disturbing activities. Therefore, the potential for development on the project site to impact subsurface tribal cultural resources deposits is a cumulatively considerable impact. However,

application of Mitigation Measure TCR-1 would reduce the project's cumulative impacts to less-than-significant levels.

Utilities and Service Systems

The project would require water and wastewater infrastructure, as well as solid waste disposal for building operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of infrastructure plans is intended to ensure that adequate public utility services and resources are available to serve both individual development projects and cumulative growth in the region. Each individual development project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the project and other developments. The project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service improvements (at the time of need). Because of the utility planning and coordination activities described above, cumulatively considerable impacts to utilities and service systems would not occur.

Wildfire

The project site is not within an SRA or VHFHSZ. Therefore, implementation of the project would not result in adverse cumulative impacts associated with wildfire.

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- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, impacts to human beings are associated with air quality, GHG emissions and climate change, hazards and hazardous materials, and noise impacts. As detailed in analyses for air quality, GHG emissions, hazards and hazardous materials, and noise, the proposed project would not result, either directly or indirectly, in adverse effects related to air quality, GHG emissions, hazardous materials, or noise. Compliance with applicable rules and regulations would reduce potential impacts on human beings to a less-than-significant level.

LESS-THAN-SIGNIFICANT IMPACT

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