



## Paseo Santa Fe Project

### Final Initial Study-Mitigated Negative Declaration

*prepared by*

**City of El Monte**  
11333 Valley Boulevard  
El Monte, California 91734  
Contact: Nancy Lee, Senior Planner

*prepared with the assistance of*

**Rincon Consultants, Inc.**  
250 East 1<sup>st</sup> Street, Suite 1400  
Los Angeles, California 90012

**January 2024**



**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

[rinconconsultants.com](http://rinconconsultants.com)

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# 1 Introduction

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This Final Initial Study – Mitigated Negative Declaration (IS-MND) has been prepared for the City of El Monte (hereafter referred to as “City” or “El Monte”) for the Paseo Santa Fe Project (hereafter referred to as “proposed project” or “project”). This Final IS-MND has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (California Public Resources Code, Section 21000 et. seq., as amended) and implementing guidelines (California Code Regulations, Title 14, Section 15000 et. seq.).

The IS-MND was circulated for a 30-day public review period that began on November 9, 2023, and ended on December 8, 2023. The City has the principal responsibility for approval of the project and is therefore considered the lead agency under CEQA Section 21067.

## 1.1 Format of the Final IS-MND

The Final IS-MND consists of the following four sections:

- **Introduction.** This section summarizes the contents of the Final IS-MND, the environmental review process, and provides a summary of the project characteristics.
- **Response to Comments.** During the public review period for the Draft IS-MND, written comment letters were received by the City. This chapter contains the comment letters for the Draft IS-MND and the City’s responses to the comments.
- **Errata.** Several of the comments that are addressed in the Response to Comments resulted in minor revisions to the information contained in the IS-MND. These revisions are shown in ~~strikeout~~ and underline text in this chapter.
- **Mitigation Monitoring and Reporting Program.** This section of the Final IS-MND provides the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. The MMRP is presented in table format and identifies mitigation measures for the project, the implementation period for each measure, the monitoring period for each measure, and the enforcing agency. The MMRP also provides a section for recordation of mitigation reporting.

## 1.2 Summary of the Project

The following is a summary of the full project description, which can be found in Section 10, *Description of Project*, of the IS-MND.

The project involves the vacation of Court Adair and King Court and vacation of portions of Railroad Street, Monterey Avenue and El Monte Avenue in order to accommodate the development of 18 three-story, 40-foot tall, multi-family residential buildings, totaling 87 condominium townhome units and associated private driveways on a 4.95-acre site. The condominium townhome units would range from 1,387 gross square feet (sf) and 1,837 gross sf (approximate). The project would have a total building area of approximately 147,375 sf. Additionally, the project would involve the City’s construction of a 0.86-acre city park that would be accessed via Monterey Avenue. A portion of El Monte Avenue would be converted to a pedestrian walkway that is referred to in the project plans as the El Monte Paseo. The El Monte Paseo, at 6,220-sf in area, would provide a pedestrian link from Valley Boulevard to the El Monte Metrolink Station and El Monte Trolley Station. The

subject properties are commonly referred to as 3700 Monterey Street and includes the following properties:

- King Court, Court Adair, and portions of Monterey Avenue, Railroad Street, and El Monte Avenue;
- 10819 Valley Boulevard (APN: 8575-019-910);
- 3704, 3716 and 3721 Monterey Avenue (APNS: 8575-019-914, 8575-019-913 and 8575-021-936);
- 3637, 3645 and 3649, and 221 El Monte Avenue (APNS: 8575-019-911, 8575-019-912, 8575-019-908, 8575-019-907);
- 10821 Railroad Street (APN: 8575-017-909); and
- APNS: 8575-022-922, 8575-022-925, 8575-021-934 and 8575-021-932.. Table 1 provides a summary of the project.

**Table 1 Project Summary**

<b>Buildings</b>			
<b>Total Housing Structures</b>	18		
<b>Total Housing Units</b>	87		
<b>Gross Building Area</b>	Approximately 147,375 sf		
<b>Unit Type</b>	<b>Bedroom (bd)/Bathroom (ba) Count</b>	<b>Gross sf/unit</b>	<b>Total Number of Units</b>
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
<b>Density</b>			
Monte Vista Subarea	24.2 du/ac		
Station Subarea	22.8 du/ac		
<b>Floor Area Ratio</b>			
Monte Vista Subarea	1.23		
Station Subarea	1.28		
<b>Building Heights</b>			
Maximum Height	40'-0" (three-story)		
<b>Minimum Building Setbacks</b>			
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)		
<b>Parking</b>			
Garage Spaces	174 spaces (2-car garage per unit)		
Residential Guest Spaces	27 spaces		
City Park Visitor Spaces	4 spaces		
<b>Total Parking</b>	<b>201 spaces</b>		

<b>Buildings</b>	
<b>Landscaping, Open Space, and Other Uses</b>	
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	

## Green Building Features

The project would meet California's Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) and include water and energy efficiency features, 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.

## 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 five-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 by the City 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.

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## 2 Responses to Comments

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This section includes comments received during public circulation of the IS-MND prepared for the Paseo Santa Fe Project.

The IS-MND was circulated for a 30-day public review period that began on November 9, 2023, and ended on December 8, 2023. The City of El Monte Planning Division received seven comment letters on the IS-MND. The commenters and the page number on which each commenter’s letter appears are listed below.

Letter No. and Commenter		Page No.
<b>Individuals (I)</b>		
1	Jose F, resident	2-2
<b>Agencies (A)</b>		
2	Scott Reimers, City of Temple City	2-5
3	Patricia Horsley, Environmental Planner, Los Angeles County Sanitation District	2-7
4	City of Rosemead – Planning Division and Public Works Department	2-12
5	Rania A. Zabaneh, Project Manager, Department of Toxic Substances Control	2-15
6	Cassie Truong, Senior Transportation Planner, Los Angeles County Metropolitan Transportation Authority	2-21
7	Frances Duong, Acting LDR/CEQA Branch Chief, Department of Transportation	2-30

The comment letters and responses follow. The comment letters are numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in Comment Letter 1).

Where a comment resulted in a change to the IS-MND text, a notation is made in the response indicating that the text is revised. Changes in text are signified by ~~strikeout font~~ where text was removed and by underlined font where text was added. These changes in text are included in Section 3, *Errata*.

Letter 1

**From:** [Sandra Elias](#)  
**To:** [Nancy Lee](#)  
**Subject:** FW: Question about future development  
**Date:** Tuesday, December 5, 2023 4:50:49 PM  
**Attachments:** [image001.png](#)

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Hi Nancy,

Per our conversation, please see below email.

Thank you,  
Sandra

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**From:** Planning <[Planning@elmonteca.gov](mailto:Planning@elmonteca.gov)>  
**Sent:** Monday, December 04, 2023 8:04 AM  
**To:** Jose F [REDACTED]  
**Cc:** Sandra Elias <[selias@elmonteca.gov](mailto:selias@elmonteca.gov)>  
**Subject:** FW: Question about future development

Greetings,

Your inquiry has been forwarded to Sandra for review/reply.

Kind regards,



Jeni Colon  
**Planning Division**  
**Community and Economic Development Dept.**  
11333 Valley Blvd  
El Monte. CA 91731  
(626) 258-8626

---

**From:** Jose F [REDACTED]  
**Sent:** Saturday, December 2, 2023 9:34 PM  
**To:** Planning <[Planning@elmonteca.gov](mailto:Planning@elmonteca.gov)>  
**Subject:** Question about future development

**CAUTION:** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello, my name is Jose and I am a nearby resident and just recently heard about an upcoming condo

project at 3700 Monterey Ave.

I think it's great on how this area will provide homes near the Metrolink station, but was wondering if there's still some way or some organization to contact to advocate for more dense housing (such as apartments in this area ?

Being an area close to the metrolink station, I think it would make more logical and financial sense to provide more dense and transit oriented development in this area. I imagine it can serve more than 87 units and benefit more people in the community!

1-1

## Letter 1

**COMMENTER:** Jose F.

**DATE:** December 2, 2023

### **Response 1.1**

The commenter states their support for the development of homes near the Metrolink Station but is advocating for more dense housing (such as apartments).

The commenter's comment is noted, however, the commenter does not raise any significant environmental issues or raise other issues on the adequacy of the environmental analysis included in the IS-MND.

Letter 2

**From:** [Scott Reimers](#)  
**To:** [Nancy Lee](#)  
**Subject:** Paseo Santa Fe Project  
**Date:** Monday, November 13, 2023 4:12:20 PM  
**Attachments:** [image001.jpg](#)

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CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Nancy,

Temple City has no comments on the above project.

Best wishes,  
Scott Reimers



2-1

## Letter 2

**COMMENTER:** Scott Reimers, City of Temple City

**DATE:** November 13, 2023

### **Response 2.1**

The commenter provided an email to state that they have no comment on the project.



November 27, 2023

Ref. DOC 7084068

VIA EMAIL [nlee@elmonteca.gov](mailto:nlee@elmonteca.gov)

Ms. Nancy Lee, Senior Planner  
Planning Division – City Hall West  
11333 Valley Boulevard  
El Monte, CA 91731

Dear Ms. Lee:

**NOI Response to Paseo Santa Fe Project**

The Los Angeles County Sanitation Districts (Districts) received a Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration (MND) for the subject project located in the City of El Monte on November 14, 2023. The proposed project is located within the jurisdictional boundaries of District No. 15. We offer the following comments regarding sewerage service:

3-1

1. **Section 19 Utilities and Service Systems**, Wastewater Treatment, *page 122*: the second sentence stated that “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).” Please note that the wastewater generated by the proposed project will be treated at the Whittier Narrows Water Reclamation Plant (WRP), and the Los Coyotes WRP, but not at the San Jose Creek Reclamation Plant. Please refer to Comment #4, below, for information regarding WRPs.

3-2

2. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts’ Potrero Avenue Trunk Sewer, located in Marybeth Avenue at Whitmore Street. The Districts’ 18-inch diameter trunk sewer has a capacity of 3.3 million gallons per day (mgd) and conveyed a peak flow of 0.8 mgd when last measured in 2013.

3-3

3. The expected average wastewater flow from the project, described in the NOI as 87 attached condominiums, is 16,965 gallons per day. For a copy of the District’s average wastewater generation factors, go to [www.lacsd.org](http://www.lacsd.org), under Services, then Wastewater Program and Permits and select Will Serve Program, and click on the [Table 1, Loadings for Each Class of Land Use](#) link.

3-4

4. The wastewater generated by the proposed project will be treated at the Whittier Narrows Water Reclamation Plant (WRP) located near the City of South El Monte, which has a capacity of 15 mgd and currently processes an average recycled flow of 8.3 mgd, or at the Los Coyotes WRP located in the City of Cerritos, which has a capacity of 37.5 mgd and currently processes an average recycled flow of 17.5 mgd.

3-5

5. The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts’ Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before this project is permitted to discharge to the

3-6



Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to [www.lacsd.org](http://www.lacsd.org), under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family Home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, please contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727.

▲  
3-6

- 6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service but is to advise the applicant that the Districts intend to provide this service up to the levels that are legally permitted and to inform the applicant of the currently existing capacity and any proposed expansion of the Districts' facilities.

3-7

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2742, or [phorsley@lacsd.org](mailto:phorsley@lacsd.org).

Very truly yours,

*Patricia Horsley*

Patricia Horsley  
Environmental Planner  
Facilities Planning Department

PLH:plh

cc: A. Schmidt  
A. Howard

## Letter 3

**COMMENTER:** Patricia Horsely, Los Angeles County Sanitation Districts

**DATE:** November 27, 2023

### Response 3.1

The commenter confirms that the Los Angeles County Sanitation Districts (Districts) received a Notice of Intent to adopt the IS-MND for the project on November 14, 2023. The commenter states that the project is located within the jurisdictional boundaries of District No. 15.

The comment is noted but does not pertain to the analysis and findings of the IS-MND.

### Response 3.2

The commenter states that the wastewater generated by the proposed project would be treated at the Whittier Narrows Water Reclamation Plant (WRP), and the Los Coyotes WRP, but not at the San Jose Creek Reclamation Plant.

This revision has been made; refer to Section 3, *Errata*, for the revisions to the IS-MND.

### Response 3.3

The commenter notes that the wastewater flow originating from the project would discharge to a local sewer line (not maintained by the Districts) for conveyance to the Districts' Potrero Avenue Trunk Sewer, located in Marybeth Avenue at Whitmore Street, that has a capacity of 3.3 million gallons per day (mgd) and conveyed a peak flow of 0.8 mgd when last measured in 2013.

As discussed in Section 19, *Utilities and Service Systems*, of the IS-MND, the proposed project is estimated to generate approximately 4,165,656 gallons of wastewater per year, or about 11,413 gallons of wastewater per day (gpd), based on California Emissions Estimator Model (CalEEMod) results for the project (see Appendix A of the IS-MND for reference). Based on the Districts' estimated capacity of 3.3 mgd, the project wastewater would comprise approximately 0.3 percent of the trunk sewer's capacity. Based on the estimate provide in the next comment (16,965 gpd), the project wastewater would comprise approximately 0.5 percent of the trunk sewer's capacity, which 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.

### Response 3.4

The commenter states that the average wastewater flow for 87 apartments is 16,965 gpd based on the District's average wastewater generation factors. The commenter provides additional instructions to reach their Will Serve Program online webpage and a copy of the District's average wastewater generation factors for various land uses.

As discussed under Response 3.3, the project's estimated water use and wastewater generation were based the CalEEMod results, which were generated using the project-specific inputs, including project land uses and square footages. As noted in the District's webpage, their average wastewater generation factors are only to be used in the event project-specific development information is not

available.<sup>1</sup> Therefore, wastewater estimates included in the IS-MND are representative of the project's wastewater generation. Nonetheless, the Districts' estimate of 16,965 gpd has been applied to Responses 3.3 and 3.5. As stated in these responses, the wastewater infrastructure needed for the proposed project would have adequate capacity, so the Districts' estimate would not result in a new impact associated with the construction of new or expanded wastewater conveyance or treatment facilities.

### **Response 3.5**

The commenter states that the wastewater generated by the proposed project would be treated at the Whittier Narrows WRP located near the City of South El Monte, which has a capacity of 15 mgd and currently processes an average recycled flow of 8.3 mgd, or at the Los Coyotes WRP located in the City of Cerritos, which has a capacity of 37.5 mgd and currently processes an average recycled flow of 17.5 mgd.

Using the Districts' wastewater estimate of 16,965 gpd, the project wastewater would comprise approximately 0.11 mgd of the Whittier Narrows WRP capacity, and approximately 0.04 of the Los Coyotes WRP remaining capacity. Therefore, the Whittier Narrows WRP and Los Coyotes WRP, 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.

### **Response 3.6**

The commenter states that the Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. The commenter adds that payment of a connection fee may be required before the project is permitted to discharge to the Districts' Sewerage System. The commenter provides additional instructions to reach their Rates & Fees webpage and a copy of the Districts' Connection Fee Information Sheet.

The commenter's clarification regarding the connection fee is noted; however, the commenter does not raise any significant environmental issues or raise other issues on the adequacy of the environmental analysis included in the IS-MND.

### **Response 3.7**

The commenter states that all expansions of the Districts' facilities must be sized and service phased in a manner that would be consistent with the Southern California Association of Governments (SCAG) regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The commenter states that their letter is to advise the project developer that the Districts intend to provide wastewater service up to the levels that are legally permitted and to inform the project developer of the currently existing capacity and any proposed expansion of the Districts' facilities. The commenter clarifies that their letter does not constitute a guarantee of wastewater service, but is to advise the developer that the Districts intend to provide this service up to the levels that are legally permitted and to inform the developer of the currently existing capacity and any proposed expansion of the Districts' facilities.

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<sup>1</sup> Districts. Will Serve Program - <https://www.lacsd.org/services/wastewater-programs-permits/will-serve-program>. Accessed January 2024.

As discussed in Section 14, *Population and Housing*, of the IS-MND, SCAG's demographic forecasts contained in the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) estimate that the City's population would increase to 137,500 persons by 2045, or an increase of 29,794 persons from the current population. As such, the project's estimated population increase of 313 persons would constitute approximately 0.3 percent of the overall population increase, which is consistent with SCAG's regional growth forecast.

# Letter 4

**From:** Albert Leung  
**To:** Annie Lao; Noya Wang; Danielle Garcia  
**Cc:** Lily T. Valenzuela; Sevan Petrossian; Nancy Lee  
**Subject:** RE: Notice of Intent to Adopt a MND (Paseo Santa Fe Project - City of El Monte)  
**Date:** Monday, December 4, 2023 2:51:59 PM  
**Attachments:** [image001.jpg](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.jpg](#)  
[image006.png](#)  
[image007.jpg](#)  
[image008.jpg](#)

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Thank you, Annie.

No comment from City of Rosemead Public Works Department.

Best,

Albert Leung, City Engineer



8838 E. Valley Blvd.  
Rosemead, CA 91770  
Office: (626) 569-2154  
[www.cityofrosemead.org](http://www.cityofrosemead.org)



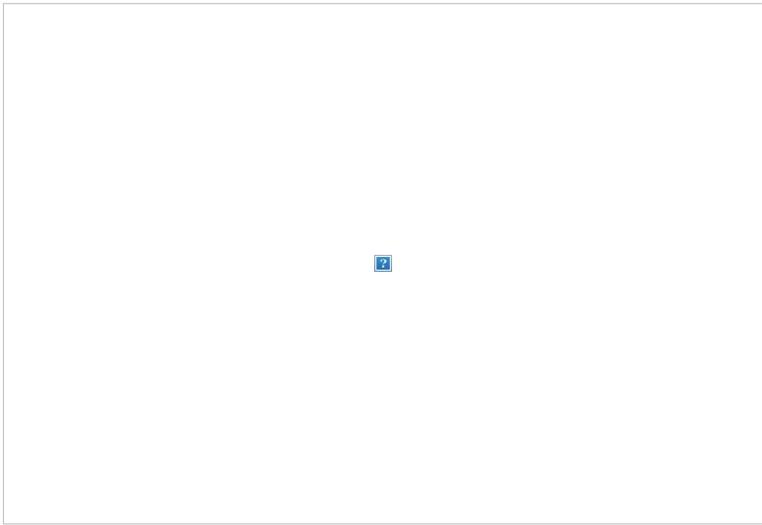
4-1

**From:** Annie Lao <alao@cityofrosemead.org>  
**Sent:** Monday, December 4, 2023 10:02 AM  
**To:** Noya Wang <nwang@cityofrosemead.org>; Albert Leung <aleung@cityofrosemead.org>; Danielle Garcia <dgarcia@cityofrosemead.org>  
**Cc:** Lily T. Valenzuela <ltrinh@cityofrosemead.org>  
**Subject:** Notice of Intent to Adopt a MND (Paseo Santa Fe Project - City of El Monte)

Hello Public Works Team,

The Planning Division received a Notice of Intent to Adopt a Mitigated Negative Declaration from the City of El Monte for Paseo Santa Fe. As depicted in the conceptual site plan below, the Paseo Santa Fe project proposes to construct 87 condominium townhomes, a new 0.79 acre city park, a 6,220 square foot pedestrian paseo, and remedial actions which include the cleanup of two sites and a leaking underground storage tank. 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 Paseo Santa Fe project is approximately one mile (5,280 feet) from the City of Rosemead. The Planning Division does not have any comments for the project. If the Public Works Department would like to comment on the proposed project, please send all correspondences to Nancy Lee, Senior Planner, at [nlee@elmonteca.gov](mailto:nlee@elmonteca.gov) by December 8, 2023.

Please click here to access the full MND and Appendices: <https://www.ci.el-monte.ca.us/499/Current-Projects>



4-2

A aerial view of a city Description automatically generated

Thank you!

**Annie Lao**  
Associate Planner/  
Economic Development Specialist



8838 E. Valley Blvd.  
Rosemead, CA 91770  
Office: (626) 569-2144  
[www.cityofrosemead.org](http://www.cityofrosemead.org)



## Letter 4

**COMMENTER:** City of Rosemead – Planning Division and Public Works Department

**DATE:** December 4, 2023

### **Response 4.1**

The commenter states that there is no comment from the City of Rosemead’s Public Works Department.

### **Response 4.2**

The commenter provides a summary of the proposed project and states that there is no comment from the City of Rosemead’s Planning Division.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7

100 S. MAIN STREET, MS 16

LOS ANGELES, CA 90012

PHONE (213) 266-3562

FAX (213) 897-1337

TTY 711

www.dot.ca.gov

## Letter 5



Making Conservation  
a California Way of Life

December 5, 2023

Nancy Lee  
City of El Monte  
11333 Valley Boulevard  
El Monte, CA 91731

RE: Paseo Santa Fe Project - Mitigated  
Negative Declaration (MND)  
SCH # 2023100298  
Vic. LA-10/28.843  
GTS # 07-LA-2023-04368

Dear Nancy Lee:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced 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 on a 4.95-acre site. The condominium townhome units would range from 1,387 gross square feet (sf) and 1,837 gross sf (approximate). The project would have a total building area of approximately 141,887 sf. Additionally, the project would involve the construction of a 0.79-acre city park that would be accessed via Monterey Avenue. A portion of El Monte Avenue would be converted into a pedestrian walkway that is referred to in the project plans as the El Monte Paseo. The El Monte Paseo, at 6,220-sf in area, would provide a pedestrian link from Valley Boulevard to the El Monte Metrolink Station and El Monte Trolley Station. The site also includes Court Adair, King Court, and portions of Monterey Avenue, El Monte Avenue, and Railroad Street. The City of El Monte is the Lead Agency under the California Environmental Quality Act (CEQA).

The closest state facility is SR-10. After reviewing the project's MND, Caltrans has the following comments:

- Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality or serious injury. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bikeways, wide sidewalks, curb extensions, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be

5-1

used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to people walking or riding bikes.

↑ 5-1

- Caltrans recommends the following multimodal improvements for this project:
  - Develop bicycle infrastructure along Valley Blvd, such as protected Class IV bikeways, to improve safety and comfort for all road users.
  - Be sure to include canopy trees, bioswales, bicycle parking facilities, and street furniture to provide a comfortable and sustainable environment to encourage active transportation modes and improve community health.
  - In addition to bioswales, incorporate permeable paving surfaces wherever possible to manage stormwater, replenish groundwater, and prevent pollution runoff.
  - Provide high-quality street infrastructure for the trolley station along Valley Blvd.
  - Use high-visibility continental crosswalks, curb extensions, count-down signal heads, pedestrian refuge islands, and pedestrian scrambles at the intersections along Valley Blvd.
  - Leading pedestrian intervals can give pedestrians a 7-second head start in crosswalks; this provides additional crossing time and reduces the amount of time that pedestrians are exposed to high-speed vehicle traffic.

5-2

- Caltrans acknowledges and supports infill development that ultimately helps California to meet its climate, transportation, and livability goals. However, due to the amount of parking and lack of mixed land uses, the Paseo Santa Fe Project is designed in a way that induces demand for unnecessary vehicle trips. This demand should be addressed with appropriate design and management principles. Caltrans recommends the following:

5-3

- Provide a mixture of uses. The project's location creates an opportunity to incorporate additional land-use types, as the essential component of sustainable communities is mixed-use zoning. Residential, Commercial, and Office uses should be intertwined to increase accessibility and bring destinations closer to where people live. This allows residents to utilize both transit and active modes to meet their everyday transportation needs.
- A study following project completion should be done to make sure that proposed mitigation measures are working as intended.

- Caltrans recommends the following during the construction stage:

↓ 5-4

- Work with Caltrans Office of Permits, Multi-Modal Unit, for a designated truck route for construction trucks to transport construction equipment to and from the construction sites.
- Construction vehicles/equipment should use alternative routes to avoid congested state facilities, especially during peak hours.
- Cover construction trucks with tarpaulin to avoid debris spillage onto State facilities.

↑  
5-4

As a reminder, any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on State Highways will need a Caltrans transportation permit. Caltrans recommends that the Project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

5-5

If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at [Jaden.Oloresisimo@dot.ca.gov](mailto:Jaden.Oloresisimo@dot.ca.gov) and refer to GTS # 07-LA-2023-04368.

Sincerely,

*Frances Duong*

Frances Duong  
Acting LDR/CEQA Branch Chief

cc: State Clearinghouse

## Letter 5

**COMMENTER:** Frances Doung, California Department of Transportation (Caltrans)

**DATE:** December 5, 2023

### Response 5.1

The commenter provides a summary of the proposed project and encourages the City of El Monte, as the CEQA Lead Agency, to consider reduction in vehicle speeds to benefit pedestrian and bicyclist safety. The commenter notes the most effective methods to reduce pedestrian and bicyclist exposure to vehicles include construction of physical barriers (e.g., bikeways, wide sidewalks, curb extensions, islands) and implementation of visual indicators (e.g., warning signage, flashing beacons, crosswalks).

The commenter's recommendation to the City to consider a reduction in vehicle speeds to benefit pedestrian and bicyclist safety is noted; however, it does not raise any project-specific significant environmental concerns or other issues on the adequacy of the environmental analysis included in the IS-MND. City-led efforts to reduce vehicle speeds are outside of the purview of the proposed project and are otherwise included as a citywide policy under Goal C-3 of the City's General Plan Circulation Element. Specifically, Policy C-3.2 calls for the management of traffic flow via techniques to control the volume and speed of traffic consistent with land use policies and sensitive uses. As discussed in Section 17, *Transportation*, of the IS-MND, the project's proposed residential use would be compatible with existing land uses surrounding the project site and would not require alterations to Valley Boulevard (e.g., no roadway widening or increase in vehicle speeds), which is the nearest major arterial roadway to the project site. Moreover, as a separate but ongoing effort, the City is conducting the Valley Boulevard & Main Street Complete Streets Feasibility Study to enhance connectivity, accessibility, and safety for the community. According to the City's active webpage for the Complete Streets Feasibility Study, complete streets are "designed to enable safety for all using and support different modes of mobility such as walking, cycling, public transit, and driving."<sup>2</sup> The Complete Streets Feasibility Study includes the segment of Valley Boulevard abutting the project site and its key components consist of enhancing multi-modal and Americans with Disabilities Act accommodations, improving safety, incorporating low-impact development, and implementing streetscape beautification and landscaping. Therefore, consistent with Policy C-3.2, the City is currently exploring design strategies to improve user safety along Valley Boulevard.

### Response 5.2

The commenter recommends various multi-modal improvements for the proposed project, which include the following: development of bicycle infrastructure along Valley Boulevard; incorporation of bioswales, bicycle parking, and street furniture to encourage active transportation; the addition of permeable paving surfaces to manage stormwater and runoff; construction of high-quality street infrastructure for the trolley station along Valley Boulevard; implementation of high-visibility indicators and physical barriers at intersections along Valley Boulevard; and inclusion of leading pedestrian intervals to give pedestrians a seven-second head start in crosswalks.

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<sup>2</sup> City of El Monte. Valley Blvd & Main St Complete Streets Feasibility Study. <https://storymaps.arcgis.com/stories/d2e6f79b2ce744229a26d02d4e014adb> (accessed January 1, 2024).

As discussed in Section 17, *Transportation*, of the IS-MND, the project would continue to be served by and would not interfere with existing and planned roadway, pedestrian, and public transit facilities. The commenter's recommendation to the City to consider multi-modal improvements is noted; however, it is outside of the purview of the proposed project and it does not raise any project-specific significant environmental concerns or other issues on the adequacy of the environmental analysis included in the IS-MND. Refer to Response 5.1 for a summary of the City's current efforts to improve infrastructure along Valley Boulevard under the ongoing Valley Boulevard & Main Street Complete Streets Feasibility Study, which included enhancing multi-modal accommodations.

### **Response 5.3**

The commenter states that the project is designed in a manner that induces demand for unnecessary vehicle trips due to the amount of parking and lack of mixed land uses. The commenter recommends that the project include a mix of land uses to bring destinations closer to residents and that a study following project completion be conducted to ensure proposed mitigation measures are functioning as intended.

The commenter's recommendation for a mix of land uses is noted; however, it is out of the purview of CEQA and it does not raise any significant environmental concerns or other issues on the adequacy of the environmental analysis included in the IS-MND. As discussed in Section 17, *Transportation*, of the IS-MND, the project is projected to generate less than 50 new AM and PM peak hour trips and is exempt from a detailed Level of Service analysis based on the City's *Transportation Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled and Level of Service Assessment*. Furthermore, the project is screened out from a detailed vehicle miles traveled (VMT) analysis because the project would be in a low VMT area identified in the San Gabriel Valley Council of Governments VMT Screening Tool. Nonetheless, the project's proposed walkway (El Monte Paseo) would provide a pedestrian link from Valley Boulevard to the adjacent El Monte Metrolink Station and El Monte Trolley Station, which would encourage the use of public transit and reduce vehicle trips. Moreover, given that no transportation-related mitigation measures were identified for the project as part of the analysis in Section 17 of the IS-MND, a study following project completion is not necessary or required and no transportation mitigation measures are included as part of the project's Mitigation and Monitoring Reporting Program.

### **Response 5.4**

The commenter recommends that, during the construction stage: 1) the applicant work with Caltrans Office of Permits, Multi-Modal Unit, for a designated construction truck route; 2) construction vehicles/equipment utilize alternative routes to avoid congested state facilities, especially during peak traffic hours; and 3) construction trucks be covered with tarpaulin to avoid debris spillage onto State facilities.

As discussed in Section 2, *Air Quality*, of the IS-MND, dust control measures are required under Mitigation Measure AQ-1 during the construction period; and in Section 17, *Transportation*, the proposed 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.<sup>3</sup> Whenever

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<sup>3</sup> The project would also be required to comply with South Coast Air Quality Management District Rule 403, a regulatory compliance measure which requires that all dirt/soil materials transported off-site be either sufficiently watered or securely covered to prevent excessive amounts of dust.

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 would 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.

### **Response 5.5**

The commenter states that the transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on state facilities would need a Caltrans transportation permit. The commenter reiterates their recommendation that the project limit construction traffic to off-peak traffic hours and requests that the applicant submit a construction traffic control plan if construction traffic is anticipated to cause issues on State facilities.

As discussed in Section 17, *Transportation*, of the IS-MND, the project would be required to comply with all local and State standard conditions pertaining to construction. Refer to Response 5.4 for a summary of construction practices that would apply to the project, including oversized-vehicle permits and trip restrictions to off-peak hours.



## Department of Toxic Substances Control



**Yana Garcia**  
Secretary for  
Environmental Protection

Meredith Williams, Ph.D., Director  
5796 Corporate Avenue  
Cypress, California 90630

**Gavin Newsom**  
Governor

### SENT VIA ELECTRONIC MAIL

December 8, 2023

Nancy Lee

City of El Monte

Planning Division

11333 Valley Boulevard

El Monte, California 91731

Nancy Lee - [nlee@elmonteca.gov](mailto:nlee@elmonteca.gov)

City of El Monte Planning Division [Planning@elmonteca.gov](mailto:Planning@elmonteca.gov)

DTSC COMMENTS ON THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION  
FOR THE PASEO SANTA FE PROJECT (AREA Y), CITY OF EL MONTE, LOS  
ANGELESCOUNTY - STATE CLEARINGHOUSE NUMBER: [2023110298](#)

Dear Nancy Lee:

The Department of Toxic Substances Control (DTSC) reviewed the Initial Study/Mitigated Negative Declaration (IS/MND) for the Paseo Santa Fe Project located in El Monte, California (Project Site). The proposed project involves the development of 18 three-story, 40-foot tall, multi-family residential buildings, totaling 87 condominium townhome units and associated private driveways on a 4.95-acre site. The condominium townhome units would range from 1,387 gross square feet (sf) and 1,837 gross sf (approximate). The proposed project would have a total building area of approximately 141,887 sf. Additionally, the proposed project would involve the construction of a 0.79-acre city park that would be accessed via Monterey Avenue. A portion of El Monte Avenue would be converted to a pedestrian walkway that is referred to in the project plans as the El Monte Paseo. The El

6-1

Monte Paseo, at 6,220 sf in area, would provide a pedestrian link from Valley Boulevard to the El Monte Metrolink Station and El Monte Trolley Station.

### **Environmental Background**

Recent environmental site assessments have been completed at the Project Site, under the oversight of DTSC. Results of the assessments indicate that select areas of the Project Site are impacted with lead, arsenic, and dieldrin in soil and total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs), specifically tetrachloroethene (PCE) in soil vapor.

Groundwater at the Project Site has not yet been evaluated, but assessment of groundwater may be required depending on the results of the next round of soil vapor sampling. Onsite areas with identified residual contamination will be remediated based on the final approved environmental site characterization reports outlining the required remedial activities. At this time, there are existing data gaps/environmental concerns at the Project Site which require further assessment by the Project environmental consultant (Tetra Tech). Final remedial alternatives cannot be evaluated until onsite impacts have been fully characterized.

The following comments pertaining to the IS/MND for the Project Site are provided by DTSC Site Mitigation and Restoration Program (SMRP) and the Human and Ecological Risk Office (HERO):

### **Global Comments:**

1. Draft Supplemental Site Investigation (SSI) Report
  - a. There are two versions of the SSI Report, both of which remain in draft format: 1) Draft SSI Report, dated April 2023, which summarizes the December 2022 environmental investigation conducted at the Project Site, and 2) The Addendum to the SSI Report, dated September 2023, which summarizes the July 2023 environmental investigation.



6-1



6-2

- b. Tetra Tech recently submitted the revised version of the Addendum to the SSI Report, dated November 2023. Results of the April 2023 SSI Report are included in the November 2023 Addendum. Since all three versions of the SSI Report remain as draft, **DTSC requests that the September 2023 Addendum to the SSI Report be removed from the IS/MND CEQA State Clearing House webpage until it is approved by DTSC as final.**

The September 2023 draft SSI Report is described and referenced throughout the IS/MND. **The draft SSI has not yet received DTSC final approval and is therefore subject to change. This should be clarified throughout the IS/MND where the draft SSI Report is discussed.**

2. The sentence mentioned throughout the document, *“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.”*

**Strike out the following text: “which is acceptable to DTSC and therefore no further action is required.” The text should be replaced with the following: “which is within acceptable US EPA’s risk management range.”**

3. The sentence mentioned throughout the document, *“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.”*

**Strike out the entire sentence. DTSC has not approved the use of a 0.001 attenuation factor for the Project Site.**

4. This sentence mentioned throughout the document, *“In summary, arsenic, lead, TPH, VOCs, and dieldrin would not exceed current regulatory levels and would not pose a significant environmental hazard.”*

**Strike out: VOCs, and dieldrin. DTSC does not concur with this statement and the levels of VOCs in soil vapor and dieldrin in soil at select areas of the Project Site require further delineation.**

6-2

6-3

5. This sentence mentioned throughout the document, *“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.”*

**Delete the word “all” before the word “soils.”**

6. This sentence stated throughout the document, *“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.”*

**Strike out the entire sentence. DTSC has not approved the use of a 0.001 attenuation factor for the Project Site.**

7. Please include the phrase “when remediated” at the end of the following sentence stated throughout the document: *“In addition, soils containing TPH, VOCs, and dieldrin concentration levels within the project site would not exceed acceptable regulatory risk levels.”*

**Specific Comments:**

1. Bottom of page 72 in the Hazards and Hazardous Substances Section 9, Mitigation Measure *HAZ-1 Soil Remediation Work* - **Strike out the text “...without further conditions or obligations...” As with any property, if new contamination is discovered at the Project Site in the future, it may require additional investigation and cleanup.**
2. The last sentence on page 75 and first line of page 76: For DTSC to close a Site, if it is cleaned up to unrestricted land use, a Site would be referred to as “Certified.” If any land use restrictions are placed on a Site to restrict land use to commercial and/or industrial land use, only, then DTSC refers to the closure of a Site as “Certified Operations & Maintenance (O&M) with Land Use Restriction.”

6-3

DTSC does not use the phrase "Completed - Case Closed." Therefore, please strike this phrase from the IS/MND.

DTSC appreciates the opportunity to provide comments on the Paseo Santa Fe IS/MND. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like any clarification on DTSC's comments, Please contact me via email at [rania.zabaneh@dtsc.ca.gov](mailto:rania.zabaneh@dtsc.ca.gov) or by phone at (714) 403-7875.



6-3

Nancy Lee  
December 8, 2023  
Page 6 of 7

Sincerely,



Rania A. Zabaneh  
Project Manager  
Site Mitigation and Restoration Program  
Department of Toxic Substances Control

cc: via e-mail

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## Letter 6

**COMMENTER:** Rania A. Zabaneh, California Department of Toxic Substances Control (DTSC)

**DATE:** December 8, 2023

### Response 6.1

The commenter provides a summary of the proposed project and the environmental background. They acknowledge that the on-site contaminants found during the recent site assessments have required remediation actions that DTSC is overseeing. They state that DTSC will continue to oversee any additional potential impacts associated with groundwater and residual contamination, and final remediation alternatives cannot be evaluated yet.

This comment does not raise any issues on the adequacy of the environmental analysis included in the IS-MND. Nonetheless, it should be noted that Mitigation Measure HAZ-1 requires completion of the remediation work and procurement of an appropriate closure document from DTSC stating that the remediation work has been satisfactorily completed and without further conditions or obligations. Therefore, this comment does not raise any new significant environmental issues or raise other issues on the adequacy of the environmental analysis included in the IS-MND or the need for additional mitigation.

### Response 6.2

The commenter provides the status of Draft Supplemental Site Investigation (SSI) Reports that have been prepared by Tetra Tech and submitted to DTSC for review. DTSC requests that the September 2023 Addendum to the SSI Report be removed from the State Clearinghouse webpage until it is approved by DTSC, and they request that the IS-MND be revised to clarify that the draft SSI Report has not yet received final approval from DTSC and is subject to change.

On December 29, 2023, an email was sent to the State Clearinghouse to request removal of Appendix E3 of the IS-MND from the CEQANet website.

The IS-MND has been revised to clarify that the draft SSI Report requires final approval from DTSC. Refer to Section 3, *Errata*, for the revisions to the IS-MND. This revision does not result in a new impact or the need for additional analysis because no substantive change is anticipated as between the draft and final versions of the SSI Report.

### Response 6.3

The commenter requests strike out the following text: “which is acceptable to DTSC and therefore no further action is required.” The text should be replaced with the following: “which is within acceptable US EPA’s risk management range.

This revision has been made; refer to Section 3, *Errata*, for the revisions to the IS-MND. This revision does not result in a new impact or the need for additional analysis because this revision does not change the analysis or any conclusions in the IS-MND.

The commenter requests multiple edits throughout the document regarding the on-site contamination summaries and analysis that are presented in the *Project Description* and in Section 9, *Hazards and Hazardous*, of the IS-MND.

The requested edits have been made; refer to Section 3, *Errata*, for the revisions to the *Project Description* and Section 9, *Hazards and Hazardous*.

Deletion and revisions related to the “no further action is required” text as specified by does not result in a new impact or the need for additional analysis because this revision does not change the analysis or any conclusions in the IS-MND.

Deletion of the text pertaining to the 0.001 attenuation factor as specified by the commenter does not result in any new impact or the need for any additional mitigation because the IS-MND identified the potential for an impact using the 0.03 attenuation factor. Moreover, the IS-MND identified mitigation to reduce the impact to a level of less than significant. Mitigation Measure HAZ-1 requires completion of the remediation work and procurement of an appropriate closure document from DTSC stating that the remediation work has been satisfactorily completed and without further conditions or obligations. Therefore, this revision does not result in any new impacts or the need for any additional mitigation.

Deletion of the text related to “VOCs, and dieldrin” as specified by the commenter does not result in any new impact or the need for any additional mitigation because the IS-MND identified the potential for impacts related to these constituents and further identified Mitigation Measure HAZ-1 to mitigate for these impacts by requiring soil remediation work prior to issuance of grading and/or building permit for site development.

Deletion of the word “all” before the word “soils” as specified by the commenter does not result in any new impact or the need for any additional mitigation because this deletion is not a substantive or material change.

The addition of the text “when remediated” as specified by the commenter does not result in any new impact or the need for any additional mitigation because this text merely clarifies that Mitigation Measure HAZ-1, which requires soil remediation work, will address potential impacts related to these constituents.

Deletion of the text “without further conditions or obligations” as specified by the commenter does not result in any new impact or the need for any additional mitigation because this deletion merely clarifies the anticipated scope of the DTSC closure document or written statement.

Deletion of the phrase “Completed – Case Closed” as specified by the commenter does not result in any new impact or the need for any additional mitigation because this deletion merely clarifies the nomenclature used by DTSC when referring to the closer of a site.

Letter 7



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

December 8, 2023

Nancy Lee  
City of El Monte  
Planning Division  
11333 Valley Boulevard  
El Monte, CA 91731

Sent by Email: [nlee@elmonteca.gov](mailto:nlee@elmonteca.gov)

RE: Paseo Santa Fe Project  
Notice to Adopt a Mitigated Negative Declaration

Dear Ms. Lee:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Paseo Santa Fe Project (Project) located at 3700 Monterey Avenue in the City of El Monte (City). Metro is committed to working with local municipalities, developers, and other stakeholders across Los Angeles County on transit-supportive developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

7.1

Per Metro's area of statutory responsibility pursuant to sections 15082(b) and 15086(a) of the Guidelines for Implementation of the California Environmental Quality Act (CEQA: Cal. Code of Regulations, Title 14, Ch. 3), the purpose of this letter is to provide the City with specific detail on the scope and content of environmental information that should be included in Mitigated Negative Declaration (MND) for the Project. In particular, this letter outlines topics regarding the Project's potential impacts on the Metrolink commuter rail service, which should be analyzed in the MND, and provides recommendations for mitigation measures as appropriate. Effects of a project on transit systems and infrastructure are within the scope of transportation impacts to be evaluated under CEQA.<sup>1</sup>

Metro appreciates the early coordination on the Project between City, Applicant, and the Southern California Regional Rail Authority (SCRRA) which operates Metrolink service. In addition to the specific comments outlined below, Metro is providing the City and MJW Investments, LLC (Applicant) with the Metro Adjacent Development Handbook (attached), which provides an overview of common concerns for development adjacent to Metro right-of-way (ROW) and transit facilities, available at <https://www.metro.net/devreview>.

**Project Description**

The Project includes construction of 18 three-story, multi-family residential buildings, totaling 87 condominium townhome units. The Project also includes the construction of a 0.79-acre city park.

7.2



<sup>1</sup> See CEQA Guidelines section 15064.3(a); Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts In CEQA, December 2018, p. 19.

## Recommendations for MND Scope and Content

### *Metrolink Adjacency*

1. Operations: The Project site is adjacent to Metro-owned ROW operated and maintained by the Southern California Regional Rail Authority (SCRRA) to run the Metrolink commuter rail service. The Applicant is advised that rail service operates in both directions and that trains may operate 24 hours a day, seven days a week, in the ROW adjacent to the Project.
2. Impact Analysis: Due to the Project's proximity to Metrolink ROW and El Monte Station, the MND must analyze potential effects on rail operations and identify mitigation measures as appropriate. Critical impacts to be studied should include (without limitation): impacts of Project construction and operation on and potential damage to the structural and systems integrity of tracks and related infrastructure; disruption to rail service; and temporary and/or permanent changes to customer access and circulation to the station. Specific impacts and mitigation measures that should be studied include:

- a. Structure Setback: Structures that are immediately adjacent to the railroad ROW can pose safety hazards and may disrupt transit service and/or damage Metrolink infrastructure. Such conflicts can occur during Project construction and/or operation. The Applicant will generally not be permitted to access Metrolink ROW to maintain private development.

#### *Recommended mitigation measure:*

- i. Technical Review: The Applicant shall submit engineering drawings and calculations, as well as construction work plans and methods including any crane placement and radius, to evaluate any impacts to the San Bernardino Line infrastructure in relationship to the Project. Before issuance of any building permit for the Project, the Applicant shall obtain SCRRA's approval of final construction drawings.
  - ii. Setback: Where the Project property is immediately adjacent to Metrolink ROW, all Project structures shall be set back five a minimum of five (5) feet from property line to allow adequate space for property maintenance.
  - iii. Access: Any access to railroad property is strictly at the discretion of Metro and SCRRA. The Applicant shall obtain specific Right-of-Entry temporary access permits from SCRRA for any work performed on the Project's structures or property requiring access to the railroad ROW. Where feasible, the Applicant shall maintain fencing and walls at or near property lines from the private property side.
  - iv. Construction Monitoring: The Applicant shall permit Metro and/or SCRRA staff to monitor construction activity to ascertain any impact to the ROW. During construction, the Applicant shall construct a protection barrier to prevent objects, material, or debris from falling onto the ROW. The Applicant shall notify Metro and SCRRA of any changes to the construction/building plans that may or may not impact the ROW.
3. Advisories to Applicant: The Applicant is encouraged to contact Metro Development Review and Metrolink staff early in the design process to plan for potential impacts. The Applicant should also be advised of the following:
    - a. Occupational Safety and Health Administration (OSHA) Requirements: Demolition, construction and/or excavation work in proximity to Metrolink ROW with potential to damage rail tracks and related infrastructure may be subject to additional OSHA safety requirements.
    - b. Technical Review: Metro and Metrolink charge for staff time spent on engineering review and construction monitoring.

7.2

7.3

7.4

- c. ROW Access: The Applicant should contact SCRRRA for Right-of Entry requirements. Information can be found at [www.metroinktrains.com](http://www.metroinktrains.com). Other requirements may include permits for construction of buildings and any future repairs, painting, graffiti removal, etc., including the use of overhead cranes or any other equipment that could potentially impact railroad operations and safety. Frequent access for maintenance tasks such as graffiti removal, will necessitate an active license agreement. This agreement will include an annual license fee and other requirements that meet safety standards for access to a ROW with active rail operations.
- d. Cost of Impacts: The Applicant will be responsible for costs incurred by Metro and/or SCRRRA due to Project construction/operation issues that cause delay or harm to Metrolink service delivery or infrastructure. The Applicant will also bear all costs for any noise mitigation required for the Project.

7.4

### Transit Supportive Planning: Recommendations and Resources

Considering the Project's proximity to the El Monte Station, Metro would like to identify the potential synergies associated with transit-oriented development:

1. Land Use: Metro supports development of commercial and residential properties near transit stations and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of developments. Metro encourages the City and Applicant to be mindful of the Project's proximity to the El Monte Station, including orienting pedestrian pathways towards the station.
2. Transit Connections and Access: Metro strongly encourages the Applicant to install Project features that help facilitate safe and convenient connections for pedestrians, people riding bicycles, and transit users to/from the Project site and nearby destinations. The City should consider requiring the installation of such features as part of the conditions of approval for the Project, including:
  - a. Walkability: The provision of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along all public street frontages of the development site to improve pedestrian safety and comfort to access the nearby bus stops and El Monte Station.
  - b. Transfer Activity: Given the Project's proximity to the El Monte Station and El Monte's bus stops and service, the Project design should consider and accommodate transfer activity between bus and rail line that will occur along the sidewalks and public spaces. Metro has completed the Metro Transfers Design Guide, a best practices document on transit improvements. This can be accessed online at <https://www.metro.net/about/station-design-projects/>.
  - c. Bicycle Use and Micromobility Devices: The provision of adequate short-term bicycle parking, such as ground-level bicycle racks, and secure, access-controlled, enclosed long-term bicycle parking for residents, employees, and guests. Bicycle parking facilities should be designed with best practices in mind, including highly visible siting, effective surveillance, ease to locate, and equipment installation with preferred spacing dimensions, so bicycle parking can be safely and conveniently accessed. Similar provisions for micro-mobility devices are also encouraged. The Applicant should also coordinate with the Metro Bike Share program for a potential Bike Share station at this development.
  - d. First & Last Mile Access: The Project should address first-last mile connections to transit and is encouraged to support these connections with wayfinding signage inclusive of all modes of transportation. For reference, please review the First Last Mile Strategic Plan, authored by

7.5

Metro and the Southern California Association of Governments (SCAG), available on-line at: [http://media.metro.net/docs/sustainability\\_path\\_design\\_guidelines.pdf](http://media.metro.net/docs/sustainability_path_design_guidelines.pdf)

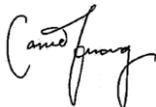
▲  
7.5  
7.6

3. **Parking:** Metro encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements and the exploration of shared parking opportunities. These strategies could be pursued to reduce automobile-orientation in design and travel demand.
4. **Transit Pass Programs:** Metro would like to inform the Applicant of Metro's employer transit pass programs, including the Annual Transit Access Pass (A-TAP), the Employer Pass Program (E-Pass), and Small Employer Pass (SEP) Program. These programs offer efficiencies and group rates that businesses can offer employees as an incentive to utilize public transit. The A-TAP can also be used for residential projects. For more information on these programs, please visit the programs' website at <https://www.metro.net/riding/eapp/>.

If you have any questions regarding this letter, please contact me by phone at 213.418.3484, by email at [DevReview@metro.net](mailto:DevReview@metro.net), or by mail at the following address:

Metro Development Review  
One Gateway Plaza  
MS 99-22-1  
Los Angeles, CA 90012-2952

Sincerely,



Cassie Truong  
Senior Transportation Planner, Development Review Team  
Transit Oriented Communities

Attachments and links:

- Adjacent Development Handbook: <https://www.metro.net/devreview>

## Letter 7

**COMMENTER:** Cassie Truong, Los Angeles County Metropolitan Transportation Authority (Metro)

**DATE:** December 8, 2023

### Response 7.1

The commenter states Metro’s commitment to working with local municipalities, developers, and other stakeholders across Los Angeles County on transit-supportive developments to grow ridership, reduce driving, and promote walkable neighborhoods. The commenter states the purpose of the letter is to provide the City with specific detail on the scope and content of environmental information that should be included in the IS-MND for the proposed project, particularly topics regarding the project’s potential impacts on the Metrolink commuter rail service. The commenter provides a copy of Metro Adjacent Development Handbook and additional instructions to their online webpage.

This comment is an introductory statement that summarizes the content of the comment letter but does not raise any specific significant environmental issues or raise other issues on the adequacy of the environmental analysis included in the IS-MND. The proposed project is consistent with City led efforts to integrate and promote practices that support accessible and safe walkability to and from destinations. Specifically, Policy C-5 calls for a connected, balanced, and integrated system of walking, biking, and equestrian paths to connect homes, residences, parks, and other community destinations. As discussed in Section 17, *Transportation*, of the IS-MND, the project’s proposed residential use would be compatible with existing land uses surrounding the project site. In addition, the project has been 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.

### Response 7.2

The commenter provides a brief summary of the proposed project and states that the project site is adjacent to Metro-owned right-of-way (ROW) operated and maintained by the Southern California Rail Authority (SCRRA) to run the Metrolink commuter rail service which operates in both directions and runs 24 hours a day, seven days a week.

The commenter’s statement on Metrolink operation hours is noted; however, the commenter does not raise any project-specific significant environmental concerns or other issues on the adequacy of the environmental analysis included in the IS-MND.

### Response 7.3

The commenter states that due to the proposed project’s proximity to the Metrolink ROW and El Monte Station, the IS-MND must analyze potential effects on rail operations and identify mitigation measures as appropriate. The commenters states concern with structures immediately adjacent to the railroad ROW as they pose safety hazards and may disrupt transit service and/or damage Metrolink infrastructure. The commenter provides recommendations for four mitigation measures in relation to structural setbacks. First, the applicant shall submit engineering drawings and calculations, as well as construction work plans and methods including any crane placement and radius, to evaluate any impacts to the San Bernardino Line infrastructure in relationship to the

proposed project. Second, structures immediately adjacent to Metrolink ROW shall be set back a minimum of five feet from the property line. Third, the applicant shall obtain specific Right-of-Entry temporary access permits from SCRRRA for any work performed on the project's structures or property requiring access to the railroad ROW. Lastly, the applicant shall permit Metro and/or SCRRRA staff to monitor construction activity to ascertain any impact to the ROW.

The IS-MND addresses concerns such as these, concluding that the Project will not result in a significant impact to any transit facilities or operations, and therefore the mitigation measures suggested by the commenter are not necessary or required. The northern boundary of the project site is adjacent to the Metrolink ROW. All construction of the proposed project would occur entirely within the project site and thus would not occur within the Metrolink ROW resulting in a potential safety risk, disruption of transit service, or damage to Metrolink infrastructure. Upon completion of construction, all structures as defined in the Metro Adjacent Development Handbook along the northern boundary would be setback 15 feet from rear property line, which is above and beyond the code requirements under the Downtown Specific Plan. The structures closest to the ROW would be approximately 50 feet south of the rail line, and the closest structure to the El Monte Station would be approximately 75 feet to the west. Although no disruptions are anticipated based on the current construction plans, as discussed in Section 17, *Transportation*, of the IS-MND, pursuant to City regulations, if construction work would impact a 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 a 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. Therefore, potential impacts to transit, roadway, bicycle, and pedestrian facilities have been found to be less than significant, so no additional analysis or mitigation measures are required.

## **Response 7.4**

The commenter encourages the applicant to contact Metro Development Review and Metrolink staff in the design process to plan for potential impacts and advise on four main concerns. First, proximal construction to Metrolink ROW may be subject to additional OSHA safety requirements. Second, if technical reviews are requested from Metro, a charge for staff time spent on engineering review and construction monitoring shall be incurred. Third, the commenter provides instructions to online webpage<sup>4</sup> for ROW access and states Right-of-Entry requirements. Fourth, the applicant would be responsible for costs incurred by Metro and/or SCRRRA due to Project construction/operation issues that cause delay or harm to Metrolink service delivery or infrastructure.

The commenter recommendations are noted; however, the commenter does not raise any significant environmental issues or raise other issues on the adequacy of the environmental analysis included in the IS-MND. Please refer to Response 7.3, for a summary of safety practices that shall be maintained throughout construction phases.

## **Response 7.5**

The commenter encourages the City and the applicant to be mindful of the proposed project's proximity to El Monte Station, including orienting pedestrian pathways towards the station. The

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<sup>4</sup> SCRRRA Right -of Entry Requirements. [www.metroinktrains.com](http://www.metroinktrains.com). Accessed January 2024.

commenter identifies four potential synergies associated with transit connections and access: 1) provision of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, and enhanced crosswalks with ADA-compliant curb ramps along to improve pedestrian safety and access the nearby transportation, 2) incorporate best practices on transfer activity designs utilizing Metro Transfer Design Guide<sup>5</sup> online webpage, 3) safe and conveniently access for bicycle use and micro-mobility devices, and 4) review of the First Last Mile Strategic Plan<sup>6</sup> online webpage to support first-last mile connections.

As discussed in Section 17, *Transportation*, of the IS-MND, the proposed project is consistent with goals, objectives, and policies of the City's General Plan Circulation Element. Specifically, Policy C-6.5 aims to focus residential development densities and nonresidential building intensities within transit-oriented districts, along transit corridors, and near transit hubs and transit stations. The proposed project is located within a commercial and residential area with nearby access to retail, services, and public transit providing a variety of mobility options for residents. 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. Additionally, the project would include residential parking and four parking spaces for the city park. The Paseo that would serve as a pedestrian link from Valley Boulevard to the El Monte Metrolink Station and El Monte Trolley Station 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. Therefore, the proposed project would be consistent with integration of transit-oriented synergies.

## **Response 7.6**

The commenter encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies which include reduction or removal of minimum parking requirements, exploration of shared parking opportunities, and Metro's employer transit pass programs. Additionally, the commenter provides instructions to access Metro's employer transit pass programs online webpage<sup>7</sup>.

The details regarding parking and transit pass programs are noted; however, the commenter does not raise any project-specific significant environmental concerns or other issues on the adequacy of the environmental analysis included in the IS-MND. Please refer to Response 7.5 on a summary of project consistency on integrated 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.

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<sup>5</sup> Metro Transfer Design Guide. [https://media.metro.net/projects\\_studies/toc/images/Metro\\_Transfers\\_Design\\_Guide\\_2018-0312.pdf](https://media.metro.net/projects_studies/toc/images/Metro_Transfers_Design_Guide_2018-0312.pdf). Accessed January 2024.

<sup>6</sup> First Last Mile Strategic Plan. [http://media.metro.net/docs/sustainability\\_path\\_design\\_guidelines.pdf](http://media.metro.net/docs/sustainability_path_design_guidelines.pdf). Accessed January 2024.

<sup>7</sup> Metro Employer Annual Pass Program. <https://www.metro.net/riding/fares/eapp/>. Accessed January 2024.

## 3 Errata

This chapter presents specific text changes made to the IS-MND since its publication and public review. The changes are presented in the order in which they appear in the original IS-MND and are identified by the IS-MND page number. Text deletions are shown in ~~striketrough~~, and text additions are shown in underline. The information contained within this chapter clarifies and expands on information in the IS-MND and does not constitute “significant new information” requiring recirculation. See Public Resources Code Section 21092.1; *CEQA Guidelines* Section 15088.5.

### 3.1 Revisions to the IS-MND

#### Project Description

The proposed park would be 0.86 acre instead of the original calculation of 0.79 acre. The description of the proposed park is revised as follows:

In addition, the project involves construction of 0.86 ~~0.79~~-acre city park that would be accessed via Monterey Avenue.

This revised description of the park applies to all four other instances in the document on pages 72, 105, 108 and 135.

A revised site plan was submitted after circulation of IS-MND, which required updates to Table 1 on page 6 and Figure 3 on page 7.

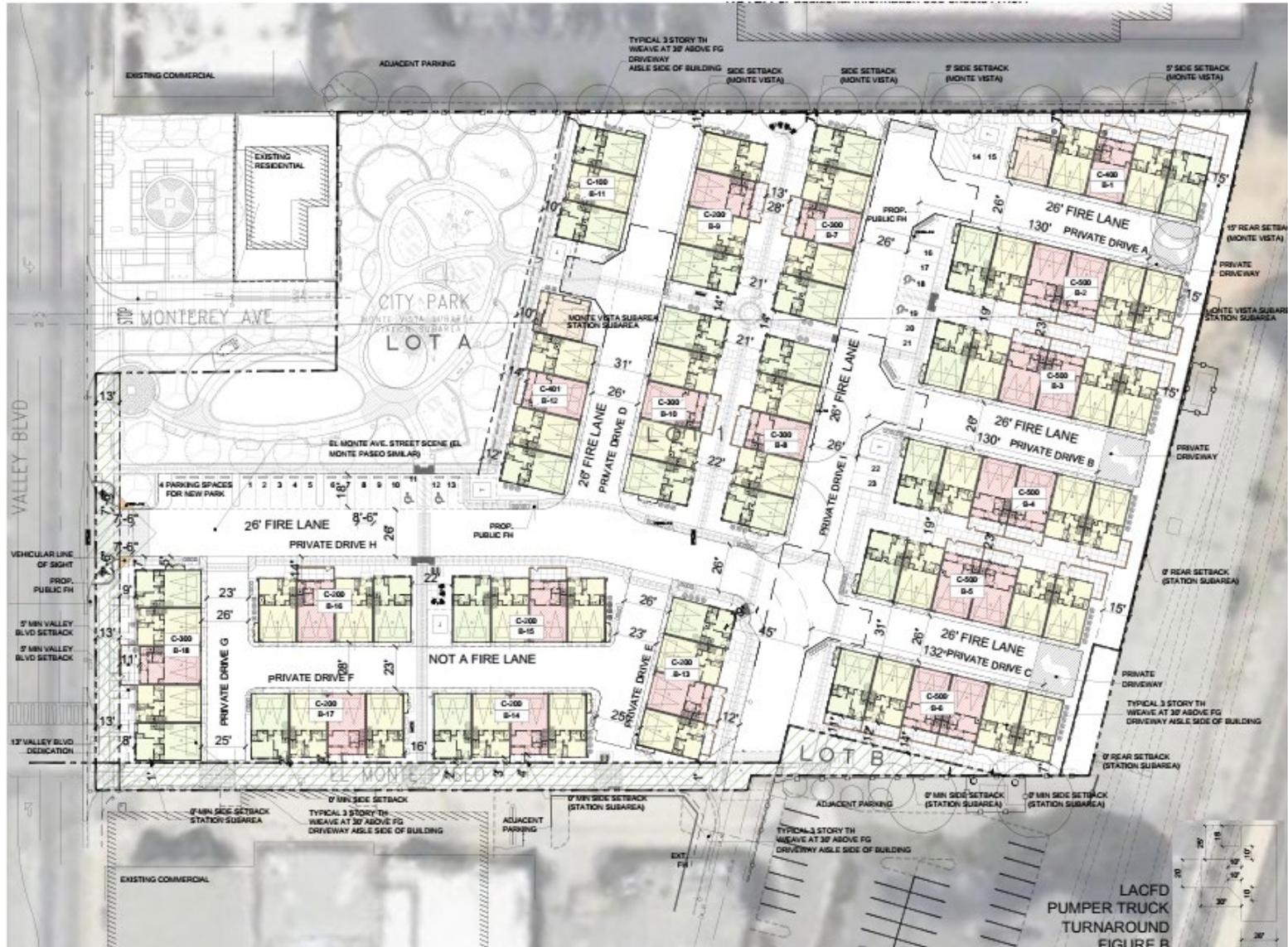
**Table 1 Project Summary**

<b>Buildings</b>			
<b>Total Housing Structures</b>	18		
<b>Total Housing Units</b>	87		
<b>Gross Building Area</b>	Approximately <del>147,375</del> <u>163,654</u> sf		
<b>Unit Type</b>	<b>Bedroom (bd)/Bathroom (ba) Count</b>	<b>Gross sf/unit</b>	<b>Total Number of Units</b>
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
<b>Density</b>			
Monte Vista Subarea	24.2 du/ac		
Station Subarea	22.8 du/ac		
<b>Floor Area Ratio</b>			
Monte Vista Subarea	<u>0.91</u> <del>1.23</del>		
Station Subarea	<u>0.91</u> <del>1.28</del>		
<b>Building Heights</b>			
Maximum Height	40'-0" (three-story)		

City of El Monte  
**Paseo Santa Fe Project**

<b>Buildings</b>		
<b>Minimum Building Setbacks</b>		
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)	
<b>Parking</b>		
Garage Spaces	174 spaces (2-car garage per unit)	
Residential Guest Spaces	<del>23</del> 27 spaces	
City Park Visitor Spaces	4 spaces	
<b>Total Parking</b>	<b>201 spaces</b>	
<b>Landscaping, Open Space, and Other Uses</b>		
Common Open Space	<del>Required 3,480 sf (minimum)</del>	<u>Provided</u>
<u>Monte Vista Subarea</u>	<u>960 sf</u>	<u>2,942 sf</u>
<u>Station Subarea</u>	<u>2,520 sf</u>	<u>6,979 sf</u>
Private Open Space	<del>Required 5,220 sf (minimum)</del>	<u>Provided</u>
<u>Monte Vista Subarea</u>	<u>1,440 sf</u>	<u>2,981 sf</u>
<u>Station Subarea</u>	<u>3,780 sf</u>	<u>6,844 sf</u>
<del>Private Open Space per unit</del>	<del>60 sf (minimum)</del>	
du/acre = dwelling unit per acre		
sf = square feet		

Figure 1 Conceptual Site Plan



In response to comment 6-2, the following footnote has been added to the first reference to the September 2023 SSI Report on page 10.

<sup>1</sup> Note that the September 2023 SSI Report has not been approved by the DTSC and is subject to change.

In response to comment 6-3, the following revisions have been added to page 11 (and 70 in Section 9, *Hazards and Hazardous Materials*)

~~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 applicable regulatory screening levels at two locations; however, 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. Lastly, VOC concentrations in soil vapor exceeded applicable regulatory screening levels using an attenuation factor of 0.03. A Human Health Risk Assessment (HHRA) was prepared for the site to evaluate the cumulative cancer risk and non-cancer hazard from the constituents detected on-site using the maximum concentrations limit of each constituent detected. The detected cumulative cancer risk dieldrin concentrations were found was calculated to have a risk of be two in one million, which is within the US EPA's risk management range acceptable to DTSC and therefore no further action is required. (DTSC 2015). Therefore, soil and soil vapor mitigation measures would be required, as described in Mitigation Measure HAZ-1 in Section 9, *Hazards and Hazardous Materials*, which would be designed to reduce exposure to elevated concentrations of dieldrin in the site's soil and VOCs in the site's soil vapor, resulting in a less-than-significant impact. 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, and TPH, VOCs, and dieldrin would not exceed regulatory levels.~~

## Section 9 – Hazards and Hazardous Materials

In response to comment 6-3, the following revisions have been made on page 71:

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 applicable regulatory screening 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. Lastly, VOC concentrations in soil vapor exceeded applicable regulatory screening levels using an attenuation factor of 0.03. 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 constituents detected on-site ~~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~~ calculated to be above the acceptable threshold but within the US EPA's 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 and soil vapor mitigation measures are being proposed as described in Mitigation Measure HAZ-1 in Section 9, Hazards and Hazardous Materials, which would be designed to reduce exposure to elevated concentrations of ~~to ensure~~ VOCs levels in the site's soil vapor and dieldrin in the site's soil, which would have result in a less-than-significant impact. In summary, arsenic, lead, and ~~TPH, VOCs, and dieldrin~~ would not exceed current regulatory levels and would not pose a significant environmental hazard.

In response to Comment 6-3, the following revisions have been made on page 71:

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.

In response to Comment 6-3, the following revisions have been included on pages 71:

In addition, soils containing TPH, ~~VOCs, and dieldrin~~ concentration levels within the project site would not exceed acceptable regulatory risk levels.

In response to Comment 6-3, the following revisions have been made on page 72-73:

The proposed project would involve the construction of residential dwellings, 0.86 ~~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 t~~The HHRA evaluation showed that cumulative cancer risk using the draft 0.03 attenuation factor is within the US EPA's risk management range ~~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, Therefore, soil vapor mitigation measures remediation would be required, as described in Mitigation Measure HAZ-1, which would be designed to reduce exposure to elevated ensure concentrations of VOCs levels in the site's soil vapor, resulting would have in a less-than-significant impact. In summary, soils containing TPH, VOCs, and dieldrin concentration levels within the project site would do not exceed current regulatory risk levels; and the potential impacts associated with VOCs and dieldrin would result in a less than significant impact when remediated.~~

## **Mitigation Measure**

### HAZ-1 Soil and Soil Vapor Remediation Work

Prior to issuance of grading and 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 (SSI) Report prepared by Tetra Tech for the project site and to remove soil impacted with elevated concentrations of dieldrin. Upon review and final approval of the SSI Report, Tthe 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 Public Works Department and 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 residual soil and soil vapor concentrations are below applicable regulatory screening levels has been resolved.

### Significance After Mitigation

Mitigation Measure HAZ-1 would ~~ensure~~ reduce exposure to elevated concentrations of VOCs concentration levels in the site's soil vapor and dieldrin in the site's soil, resulting in a ~~would be~~ less than significant impact.

In response to Comment 6-3, the following revisions have been made on page 73 under Threshold c:

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; and the potential impacts associated with VOCs and dieldrin would result in a less than significant impact.

In response to Comment 6-3, the following revisions have been made on pages 75/76:

In summary, soils containing TPH, ~~VOCs, and dieldrin~~ concentration levels within the project site would not exceed regulatory risk levels; and the potential impacts associated with VOCs and dieldrin would result in a less than significant impact when remediated. 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 Certified Operations & Maintenance with Land Use Restriction Completed – Case Closed. Therefore, the project would not create a significant hazard to the public or the environment.

## Section 19 – Utilities and Service Systems

In response to comment 3-2, the following revisions have been made on page 122:

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, and the Los Coyotes Water Reclamation Plant, ~~and the San Jose Creek Reclamation Plant~~ (El Monte 2016).

The Los Coyotes Water Reclamation Plant serves approximately 370,000 people and has a capacity of approximately 37.5 million gpd (LACSD 2022). ~~The San Jose Creek Reclamation Plant serves approximately 1,000,000 people and has a capacity of approximately 100 million gpd (LACSD 2022).~~

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, and 0.03 percent, ~~and 0.01 percent~~ of the remaining capacities of the Whittier Narrows Water Reclamation Plant and ; the Los Coyotes Water Reclamation Plant, ~~and San Jose Creek Reclamation Plant~~, respectively.

Therefore, the Whittier Narrows Water Reclamation Plant, and the 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.

## **4 Mitigation Monitoring and Reporting Program**

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CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). This mitigation monitoring and reporting program is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the IS-MND, specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

Upon approval of the project, the applicant will construct the residential development and the City will construct the 0.79-acre City park; as such, the project applicant and City shall be responsible for implementing each of the mitigation measures recommended in the IS-MND as relevant.

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Entity	Com- pliance Verifi- cation Initial	Com- pliance Verifi- cation Date	Com- pliance Verifi- cation Comments
<b>Air Quality</b>							
<b>AQ-1 Fugitive Dust Control</b>							
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.	Review construction plans and contracts to verify that this measure is included. Periodically field verify that wetting occurs during the construction period.	Prior to issuance of grading permits and during construction	Once  Field verification periodically throughout construction	City of El Monte Public Works Department and Planning Division			
<b>Biological Resources</b>							
<b>BIO-1 Nesting Bird Avoidance</b>							
Prior to issuance of grading permits, the following measures shall be implemented: <ul style="list-style-type: none"> <li>To avoid disturbance of nesting birds, including raptorial species protected by the Migratory Bird Treaty Act and the California Fish and Game Code, 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</li> </ul>	Verify completion of pre-construction nesting bird survey (if construction begins during the breeding season) prior to initiation of construction activities.  Field verify implementation of avoidance buffer, if nests are found.	Survey verification prior to issuance of grading permits  Field verification as needed during construction activities	Once for bird survey  Field verification periodically throughout construction	City of El Monte Planning Division			

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Entity	Com- pliance Verifi- cation Initial	Com- pliance Verifi- cation Date	Com- pliance Verifi- cation Comments
<p>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.</p> <ul style="list-style-type: none"> <li>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.</li> </ul>							
<b>BIO-2 Permit and Tree Report</b>							
<p>Prior to the issuance of a grading 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:</p>	<p>Review and approve the application and report for a tree removal permit. .</p>	<p>Prior to issuance of grading permits</p>	<p>Once</p>	<p>EL Monte Planning Division; City Arborist</p>			
	<p>Verify that a City Arborist visited and inspected the project site and trees proposed for removal.</p>	<p>Upon receipt of application for a tree removal permit</p>	<p>Once</p>				

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<ol style="list-style-type: none"> <li>1) A statement as to reasons for removal or recirculation</li> <li>2) The number, species, and size (circumference as measured four and one-half feet from ground level) and height of tree;</li> <li>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.);</li> <li>4) Photographs of the trees to be removed or relocated;</li> <li>5) If the tree is proposed to be relocated, the relocation site shall be identified and site preparation and relocation methods described;</li> <li>6) Proposed method of removal or relocation;</li> <li>7) The health of any tree declared dead, diseased, infested, or dying shall be determined by a Certified Arborist; and</li> <li>8) Protected tree replacement plan the substantive features and content of which shall be established by the City Arborist.</li> </ol>							
<p>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</p>							

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Entity	Com- pliance Verifi- cation Initial	Com- pliance Verifi- cation Date	Com- pliance Verifi- cation Comments
<p>of irreversible decline, have an abnormal and incorrectable 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.</p>							
<b>BIO-3 Tree Replacement</b>							
<p>All removed protected trees shall be replaced with a tree ratio of 2:1. Two 36-inch box shade 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.</p>	<p>Field verify that all removed protected trees have been replaced with suitable species selected from the City's recommended tree palette or that an in lieu fee has been paid into the City's tree mitigation and planting fund.</p>	<p>After completion of construction, and prior to issuance of an occupancy permit</p>	<p>Once</p>	<p>City of El Monte Planning Division</p>			
<b>BIO-4 Retained Tree Protection</b>							
<p>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</p>	<p>Review and approve construction plans to verify that the applicant adheres to all applicable tree protection measures.  Field verify that all applicable tree protection measures are implemented.</p>	<p>Prior to issuance of grading permits, and field verification during construction</p>	<p>Continuous</p>	<p>City of El Monte Planning Division; City Arborist</p>			

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Entity	Com- pliance Verifi- cation Initial	Com- pliance Verifi- cation Date	Com- pliance Verifi- cation Comments
removal permit described in Mitigation Measure BIO-2.	<ol style="list-style-type: none"> <li>1) Install a sturdy fence at the perimeter of the protected zone of a Protected Tree;</li> <li>2) Prohibit excavation, grading, drainage, and leveling within the protected zone of a Protected Tree;</li> <li>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;</li> <li>4) Refrain from any of the unlawful activities set forth under Section 14.03.030 of the El Monte Municipal Code;</li> <li>5) Design utility services and irrigation lines to be located outside of the protected zone of a Protected Tree to the extent reasonable feasible;</li> <li>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.</li> </ol>						

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<b>Cultural Resources</b>							
<b>CUL-1 Workers Environmental Awareness Program</b>							
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.	Verify that the WEAP training required is undertaken by confirming that the City has received a copy of the form signed by all personnel working at the site documenting they have attended the WEAP and understand the information presented to them.	Prior to initiation of construction activities including staging and mobilization.	Once	City of El Monte Planning Division			
<b>CUL-2 Unanticipated Discovery of Archaeological Resources</b>							
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	Field verify ground-disturbing construction activities have ceased, if archaeological resources are found.  Consult with qualified archaeologist for appropriate treatment of find.	On an as-needed basis if archaeological resources are found	Once for ceased construction activities  As needed for consultation efforts	City of El Monte Planning Division			

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Entity	Com- pliance Verifi- cation Initial	Com- pliance Verifi- cation Date	Com- pliance Verifi- cation Comments
<p>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.</p>	<p>Consult with Native American representatives for appropriate treatment of find, as needed.</p>						
<p><b>CUL-3 Unanticipated Discovery of Human Remains</b></p>							
<p>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.</p>	<p>Field verify ground-disturbing construction activities have ceased, if cultural resources are found.</p> <p>Consult with the Los Angeles County Department of Medical Examiner-Coroner for appropriate treatment of find.</p> <p>Consult with Native American representatives for appropriate treatment of find, as needed.</p>	<p>On an as-needed basis if cultural resources are found</p>	<p>Once for ceased construction activities</p> <p>As needed for consultation efforts</p>	<p>Qualified Archaeologist; Native American Representative</p>			

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Entity	Com- pliance Verifi- cation Initial	Com- pliance Verifi- cation Date	Com- pliance Verifi- cation Comments
<b>Geology and Soils</b>							
<b>GEO-1 Geotechnical Design</b>							
<p>Prior to the issuance of grading permits and 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.</p> <p>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.</p> <ul style="list-style-type: none"> <li>▪ Earthwork at the site shall consist of removal of existing asphalt surface obstructions and demolition debris.</li> <li>▪ Upper loose/compressible soils shall be temporarily removed and recompact as properly compacted fills.</li> <li>▪ Within pavement and hardscape areas, temporary removal and recompact shall extend to a depth of at least two feet below existing grade or two feet</li> </ul>	<p>Verify that the requirements and design considerations are implemented in the project plans.</p>	<p>Prior to issuance of grading and building permits</p>	<p>Once</p>	<p>City of El Monte Planning Division and Public Works Department</p>			

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<p>below the bottom of the pavement section, whichever is deeper.</p> <ul style="list-style-type: none"> <li>▪ Material to be placed as fill shall be brought to near-optimum moisture content and recompact to at least 90 percent relative compaction.</li> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ 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.</li> </ul>							

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<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ul>							
<b>GEO-2 Unanticipated Discovery of Paleontological resources</b>							
<ul style="list-style-type: none"> <li><b>Paleontological Worker Environmental Awareness Program.</b> 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.</li> </ul>	<p>Verify that the WEAP training required under Mitigation Measure CUL-1 is undertaken by confirming that the City has received a copy of the form signed by all personnel working at the site documenting they have attended the WEAP and understand the information presented to them.</p> <p>Review construction contracts to verify the project applicant has included a standard</p>	<p>Prior to initiation of construction activities including staging and mobilization for the WEAP Training</p> <p>Prior to issuance of building permits for the inadvertent discovery clause</p> <p>On an as-needed basis if paleontological resources are found</p>	<p>Once for WEAP training</p> <p>Once for the inadvertent discovery clause</p> <p>Once for ceased construction activities</p> <p>As needed for consultation efforts</p>	City of El Monte Planning Division			

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<ul style="list-style-type: none"> <li> <b>Unanticipated Discovery of Paleontological Resources.</b> 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. </li> </ul>	<p>inadvertent discovery clause.</p> <p>Field verify ground-disturbing construction activities have ceased, if paleontological resources are found.</p> <p>Consult with qualified paleontologist for appropriate treatment of find, as needed.</p>						
<b>Hazards and Hazardous Materials</b>							
<b>HAZ-1 Soil Remediation Work</b>							
<p>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 on the project site, as identified in the December 2023 Supplemental Site Investigation (SSI) Report prepared by Tetra Tech for the project site and to remove soil impacted with elevated concentrations of dieldrin. Upon review and final approval of the SSI Report, the</p>	<p>Field verify that monitoring is occurring, if necessary.</p> <p>Review and approve monitoring reports, as necessary.</p>	<p>Prior to soil disturbance</p>	<p>Continuous</p> <p>Once</p>	<p>City of El Monte Planning Division and Public Works Department</p>			

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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 shall be submitted to the satisfaction of the City of El Monte Public Works Department and Planning Division. Compliance with this mitigation may require the applicant to complete a RAW, Standards Voluntary Agreement or other documentation as determined by DTSC, and receive concurrence that the site’s residual soil and soil vapor concentrations are below applicable regulatory screening levels.							
<b>Tribal Cultural Resources</b>							
<b>TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities</b>							
<ul style="list-style-type: none"> <li>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</li> </ul>	<p>Verify project has retained qualified Native American Monitor(s).</p> <p>Review and verify executed contract.</p> <p>Verify that the Kizh received or sent written confirmation that monitoring is no longer required.</p>	<p>Prior to the issuance of initial site clearing permits or ground-disturbing activity permits</p> <p>During project construction for written confirmation that monitoring is no longer required</p>	<p>Once each for monitor retention and contract review</p> <p>Once for written confirmation that monitoring is no longer required</p>	City of El Monte Planning Division			

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<p>not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ On-site tribal monitoring shall conclude upon the latter of the following (1)</li> </ul>	<p>Field verify ground-disturbing construction activities have ceased, if TCRs are found.</p>	<p>On an as-needed basis, if TCRs are found</p>	<p>Once for ceased construction activities</p>				

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<p>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.</p> <ul style="list-style-type: none"> <li>▪ 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.</li> </ul>							

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<b>TCR-2 Unanticipated Discovery of Human Remains and Associated Funerary Objects</b>							
<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).</li> </ul>	<p>Field verify ground-disturbing construction activities have ceased, if TCRs or grave/burial goods are found.</p> <p>Consult with Native American representatives for appropriate treatment of find, as needed.</p>	<p>On an as-needed basis if TCRs or grave/burial goods are found</p>	<p>Once for ceased construction activities</p> <p>As needed for consultation efforts</p>	<p>City of El Monte Planning Division</p>			

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<ul style="list-style-type: none"> <li>▪ 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).)</li> <li>▪ 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.</li> <li>▪ Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.</li> </ul>							

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