

FINAL ENVIRONMENTAL IMPACT REPORT  
VOLUME III

# Flair Spectrum Specific Plan



SCH# 2014071044 | December 2014



Flair Spectrum Specific Plan  
Final Environmental Impact Report

SCH 2014071044  
December 2014

City of El Monte

This document is designed for double-sided printing to conserve natural resources

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Appendix I Water Supply Assessment

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# 1 Introduction

This Final Environmental Impact Report (FEIR) has been prepared to comply with Sections 15089 and 15132 of the State CEQA Guidelines. As noted in Section 15089 (b) of the Guidelines, the focus of a FEIR should be on responses to comments on the Draft Environmental Impact Report (DEIR). Accordingly, this document incorporates the Flair Spectrum Specific Plan DEIR, Volumes I and II (State Clearinghouse No. 2014071044) by reference, in its entirety. The DEIR is available for review at the City of El Monte, Economic Development Department, 11333 Valley Boulevard, El Monte, California 91731, and on the City's web site (<http://www.elmonte.org/Government/EconomicDevelopment/Planning.aspx>). The contents of this FEIR include:

## Section 1: Introduction

## Section 2: Responses to Comments

The City published a Notice of Availability and circulated a DEIR for public review and comment, for the period of October 24, 2014 through December 8, 2014. A total of two different pieces of correspondence were submitted to the City during the review period. This section includes a list of all correspondence submitted to the City of El Monte on the DEIR, each identified by a letter for later reference, together with the authors and the dates the letters were issued. Following this list, all of the letters are presented, with numbered brackets to highlight specific comments that are responded to in the next section.

### Review of Environmental Documents

Section 15204 of the California Environmental Quality Act (CEQA) Guidelines provides guidance to the public in reviewing CEQA documents. This section is designed not to limit the scope of comments that can be submitted by the public but to focus comments on issues that are substantive to the environmental analysis. Commenting entities should focus on the adequacy of the document in identifying and analyzing impacts to the environment and identify any areas they believe to be inadequate. The guidance indicates that comments should be submitted in a manner that:

- Identifies a specific environmental effect
- Supports the effect and its significance with substantial evidence

Comments should include alternatives or mitigation measures to avoid or reduce identified, specific environmental effects. This section reiterates that the lead agency is bound by "reasonableness" and "good faith" in its analysis and that the lead agency is not required to respond to comments in the FEIR that do not identify significant environmental issues.

Each response provided herein is coded to correspond to the individual comment/author and each of the bracketed comments in that letter. A summary table is included with each response to identify if the response introduces "new significant information" under any of the four categories identified in Section 15088 et seq of the CEQA Guidelines.

### Evaluation of Comments

Section 15088 et seq of the State CEQA Guidelines provides guidance on the evaluation and response to comments received during circulation of the DEIR. To summarize:

- The lead agency must evaluate all comments received during the public review period and prepare a written response to comments on significant environmental issues
- The lead agency must provide the response to the commenting entity at least ten days prior to certification of the EIR
- The response must:
  - Identify any significant environmental issues raised in the comment

- Explain, if necessary, why any recommendations provided in the comment were not accepted
- Be supported by reasoned analysis
- Responses may be provided as direct revisions to the DEIR or as a separate section of the FEIR with marginal notes in the DEIR text indicated that it was subsequently revised

A lead agency is required to recirculate the DEIR if “significant new information” is introduced during the public comment period. “Significant new information” includes:

1. New significant impacts
2. Substantial increases in the severity of impacts
3. Feasible alternatives or mitigation that would reduce significant impacts
4. Identification of inadequacies in the analysis

Recirculation is *not* required when new information is not significant, this includes:

- Revisions that clarify or amplify an adequate analysis
- Insignificant modifications (such as spelling and grammar corrections)

### **Section 3: Errata**

This section identifies revisions to the DEIR to incorporate clarifications developed in response to comments on the DEIR. Additions to the text are underlined and deletions have been stricken through. No substantial revisions were made to the DEIR and recirculation of the document is not required pursuant to CEQA.

### **Section 4: Notices and Distribution**

This consists of notices concerning the release of the Draft EIR for public review and comment, and the list of agencies, groups and individuals who were sent notices and/or a copy of the Draft EIR.

## 2 Responses to Comments

The Draft Environmental Impact Report (DEIR) was circulated for a 45-day public review and comment period, beginning October 24, 2014 and ending December 8, 2014. Correspondence was received from two parties during this time period.

The correspondence listed in Table 1 (DEIR Comments) was submitted to the City of EL Monte concerning the DEIR. Written responses to comments are subsequently provided. The following responses to comments include a summary statement to identify if the response will introduce "new significant information" under any of the four categories identified in Section 15088 et seq of the California Environmental Quality Act (CEQA) Guidelines or if it does not introduce "new significant information". The four general categories are:

1. New significant impacts
2. Substantial increases in the severity of impacts
3. Feasible alternatives or mitigation that would reduce significant impacts
4. Identification of inadequacies in the analysis

Table 1  
DEIR Comments

ID	Commenting Agencies and Individuals	Date
A	Cathay Bank	12/5/2014
B	California Department of Transportation - District 7	12/8/2014

## Comment A – Cathay Bank



VIA UPS NEXT DAY

December 4, 2014

Mayor Andre Quintero  
El Monte City Hall East  
11333 Valley Boulevard  
El Monte, California 91731

Mayor Pro Tem Bart Patel  
El Monte City Hall East  
11333 Valley Boulevard  
El Monte, California 91731

Mr. Jason C. Mikaelian  
Planning Services Manager  
El Monte City Hall, Planning Division  
11333 Valley Boulevard  
El Monte, California 91731

Council Member Juventino J. Gomez  
El Monte City Hall East  
11333 Valley Boulevard  
El Monte, California 91731

Council Member Norma Macias  
El Monte City Hall East  
11333 Valley Boulevard  
El Monte, California 91731

Council Member Victoria Martinez  
El Monte City Hall East  
11333 Valley Boulevard  
El Monte, California 91731

Re: Flair Spectrum DEIR (Draft Environmental Impact Report) Comments

Dear Honorable Quintero, Mayor Pro Tem, Council Members, and Mr. Mikaelian,

Cathay Bank, the fee owner of 9650 Flair Drive in the City of El Monte, appreciates the opportunity to review and comment on the DEIR for the Flair Spectrum project located at 9400 Flair Drive in the City of El Monte (the "Project"). The Project is a major mixed-use project which will triple the total traffic on any given day (anticipated traffic to generate over 21,000 daily trips during the weekday and almost 29,000 daily trips on the weekends). Our El Monte branch and corporate offices are located directly to the east of the Project and will be substantially impacted by the traffic created from the Project.

A-1

Cathay Bank is not opposed to the Project or the redevelopment in the City of El Monte (the "City") as the Project will have certain social and economic benefits to the City as a whole. Our main concern is the projected traffic impact to this area and in particular to Flair Drive in the vicinity of our offices. While the DEIR has identified certain traffic impacts of the Project, more needs to be done to ensure that the proper mitigation measures are in place when the Project is operating. At the present time it is difficult to enter and exit Flair Drive at our driveways and it is projected in the traffic study that existing traffic will triple in the future when this Project is completed.

A-2

9650 FLAIR DRIVE, EL MONTE, CA 91731 | WWW.CATHAYBANK.COM | 1-800-922-8429

December 4, 2014  
Page 2

We engaged our traffic engineer, RK Engineering Group, Inc., to review the DEIR with respect to traffic impacts in our area. The major concerns that must be addressed are as follows:

1. The traffic study identified several improvements in the vicinity of Cathay Bank, however, some of these mitigation measures are not guaranteed to be implemented in conjunction with the Project and will cause adverse traffic impacts; both short and long term conditions. Of particularly high concern are the intersections on the Baldwin/Flair/I-10 East Bound Ramps and Rosemead/Telstar.
2. Although traffic mitigation measures are recommended at several locations, some of these intersections will not meet the City Level of Service standards even with the recommended mitigation measures. Further, improvements will require the cooperation and joint efforts of numerous jurisdictions.
3. A traffic assessment of the daily capacity of Flair Drive, as a local street, has not been included in the traffic study. This two-lane local street currently serves numerous businesses along Flair Drive and will have a three-fold increase in traffic along this roadway that serves the Cathay Bank. This would have significant impacts to local access, parking and capacity of the street.

A-3

A-4

A-5

RK Engineering's full set of comments is attached and we respectfully request they be included in the public record. There needs to be more assurances that the required mitigation measures are implemented before the Project is generating additional traffic in the area. One suggestion may be to have the Project proponents front-end the cost of any unfunded improvements before they move forward with the Project so there is some assurance that they will be in place when they are needed. For example, the intersection of Baldwin Avenue/Flair Drive/I-10 Eastbound Ramps has been deficient for years and planned improvements have still not been implemented. These types of improvements cannot be delayed if the Project is to proceed as planned. Significant grid-lock will occur without a firm commitment to completing the required mitigation measures.

A-6

Thank you for the opportunity to comment on the Flair Spectrum DEIR. We hope that you will consider our comments along with our consultant's evaluation of the DEIR in your review of the Project.

Very truly yours,



Lisa L. Kim  
Senior Vice President & General Counsel  
of Cathay Bank

Enclosure

cc: Mr. Dunson Cheng, President and CEO, Cathay Bank



transportation planning • traffic engineering  
acoustical engineering • parking studies

November 20, 2014

Angela Chang  
CATHAY BANK  
9650 Flair Drive  
El Monte, CA 91731

**Subject: Flair Spectrum DEIR and Traffic Impact Study Review, City of El Monte**

Dear Ms. Chang:

**Introduction**

RK ENGINEERING GROUP, INC. (RK) has reviewed the draft EIR and traffic study for the proposed Flair Spectrum Project located in the City of El Monte. The project is located at 9400 Flair Drive, which is south of the I-10 freeway and east of Rio Honda Avenue, in the City of El Monte. The existing Cathay Bank is located at 9650 Flair Drive in close proximity to the proposed Flair Spectrum project.

The proposed project is a major mixed use development consisting of 600 dwelling units, 690,000 square feet of gross retail outlet center, 50,000 square feet of restaurant space and a 13 story, 250 room hotel. The proposed project is a major traffic generator and will generate over 21,000 daily trips during typical weekdays and over almost 29,000 daily trips on Saturdays. Over 30% of the project traffic will traverse Flair Drive directly adjacent to the Cathay Bank. This will result in a threefold increase in traffic on Flair Drive adjacent to Cathay Bank, resulting in over 10,000 ADT (Average Daily Traffic).

A-7

A detailed draft EIR and traffic study has been prepared for the project. The traffic study, prepared by Linscott, Law and Greenspan (dated October 22, 2014), analyzed 46 intersections in the vicinity of the site. The study identified several significant traffic impacts within close proximity of the Cathay Bank. The study area is shown within Appendix A (figure 1-1) and the yellow highlighted area is the area which would most significantly impact traffic conditions around the Cathay Bank. The traffic study has identified significant traffic impacts in the area and identified mitigation measures that are required to be implemented to ensure acceptable levels of service in the area. RK's traffic review revealed three areas of major concern with respect to the development and the implementation of the mitigation measures. These include:

A-8

4000 westerly place, suite 280  
newport beach, california 92660  
tel 949.474.0809 fax 949.474.0902  
<http://www.rkengineer.com>

Angela Chang  
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1. The traffic study identified several improvements in the vicinity of Cathay Bank, however, some of these mitigation measures are not guaranteed to be implemented in conjunction with the project and therefore could cause adverse traffic impacts could occur as a result of the project for both near and long-term conditions. A-8 (cont.)
2. Although traffic mitigation measures are recommended at several locations, some of these intersections will not meet City Level of Service standards even with the recommended mitigation measures. A-9
3. A traffic assessment of the daily capacity of Flair Drive, as a local street, has not been included in the traffic study. This two-lane local street currently serves numerous businesses along Flair Drive and will have a three-fold increase in traffic along this roadway that serves the Cathay Bank. This would have significant impacts to local access, parking and capacity of the street. A-10

#### **Flair Spectrum Mitigation in the Vicinity of Cathay Bank**

The traffic study identified numerous traffic impacts throughout the study area, in particular in the vicinity of the Cathay Bank. Intersection mitigation measures in the vicinity of the Flair Spectrum site and Cathay Bank are shown in Exhibit A. While the traffic study identified some of these improvements to be funded/constructed directly by the Flair Spectrum project, some of the projects are not identified as fully funded by the project or by others. A major concern would be if the project proceeds to Phase 1 and Phase 2 (generating near over 21,000 daily trips and 28,000 Saturday trips), these intersections would be substantially overloaded without construction of these mitigation measures. A-11

A list of the mitigation measures in the vicinity of the Cathay Bank are included in Appendix B. Of particular concern are intersections #7(Rosemead Blvd/Telstar Ave), which is a city improvement assumed in the traffic study and the project would be paying a fair share payment into the City's special account. There needs to be some assurance that these improvements are implemented prior to the occupancy of the Flair Spectrum project or substantial traffic impacts will occur. Another location is intersection #11 (Arero Jet Ave/Telstar Ave) where substantial improvements are identified. The project has been required to pay a fair share payment into a special account to the city. However again, there is not a guarantee that these improvements would be implemented by the time the project is opened. Finally, another critical intersection is intersection #24 (Baldwin Ave/Flair Drive/I-10 eastbound ramps). This intersection has historically had level of service and delay problems as the result of the substantial traffic at this location. For many years A-12  
A-13

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improvements to this intersection have been anticipated, however, nothing has been constructed to date. The traffic study indicates the project would pay a fair share payment for this intersection, however, the impacts of the project would cause additional delays which are already occurring during the AM/PM peak hours.

A-13  
(cont.)

There is a need for the project to insure that all of these intersections are built, and if City funds are not available then they should be funded by the applicant and then reimbursed by the City. These improvements must be implemented prior to traffic being generated by the Flair Spectrum project or traffic impacts in the area will be substantial and adversely affect business operations throughout the Flair Drive area.

A-14

**Future Level of Service with Proposed Mitigation Measures**

The traffic study has evaluated those intersections which require improvements to meet level of service standards. A summary of these intersections in the vicinity of Cathay Bank are included in Appendix C. The traffic study evaluated these conditions with the project for Year 2016 with Phase 1, Year 2019 with future buildout of the project and Year 2035 with future buildout of the project. Those intersections in close proximity of the project are highlighted in yellow.

A-15

As shown in Appendix C, several of these intersections will not operate at the City's Level of Service standard D, even with mitigation measures. This includes the following:

**Year 2016 (with Phase 1 Flair Spectrum Project)**

All of the six intersections would operate at LOS D or better, except for No. 7 Rosemead at Telstar (E during the PM) and No. 24 (Baldwin/Flair at the I-10 EB Ramps (F during the PM and E during Saturday)

A-16

**Year 2019 (with Build out of Flair Spectrum Project)**

All of the six intersections would operate at LOS D or better, except for No. 7 Rosemead at Telstar (E during the PM), No. 13 Rio Hondo at Telstar (E during the PM) and No. 24 Baldwin/Flair at the I-10 EB Ramps (F during the PM and E during Saturday)

A-17

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#### **Year 2035 (with Build out of Flair Spectrum Project)**

All of the six intersections would operate at LOS D or better, except No. 13 Rio Hondo at Telstar (E during the PM) and No. 24 (Baldwin/Flair at the I-10 EB Ramps (F during the PM and E during Saturday)

As a result of this, it can be seen even with mitigation measures with the project level of service standards at three of the intersections in close proximity to the Flair Spectrum project and Cathay Bank are not met. The results of the study indicate that these intersections would operate at level of service E and F, indicating substantial delays and poor level of service at these locations. Therefore additional mitigation measures would be needed to bring these intersections up to the City's Level of Service standard D.

A-18

#### **Average Daily Traffic on Flair Drive**

Traffic on Flair Drive with the Flair Spectrum project will increase substantially based upon data included in the traffic study. The existing traffic adjacent to the Cathay Bank is approximately 3,540 ADT (Average Daily Traffic). The Flair Spectrum project will contribute over 30% of its traffic to the east along Flair Drive adjacent to the Cathay Bank. This would add an additional 6,080 ADT to Flair Drive for a total traffic of 9,620 ADT. For Year 2019 with the project, this would increase to approximately 9,770 ADT and for Year 2035 with the project over 10,000 ADT. The estimated average daily traffic is shown in Exhibit B.

A-19

The City of El Monte's existing road classifications are shown in Appendix D. Flair Drive is not classified as an Arterial Highway or Collector Road on the City's roadway classification map. Therefore it is considered a local two-lane street. From a daily traffic standpoint, the projected traffic volumes will triple on Flair Drive which would substantially exceed its daily roadway capacity as a two-lane local street.

A-20

Some mitigation needs to be implemented along Flair Drive to ensure it will operate in an acceptable manor from Rosemead Blvd to Baldwin Avenue. This may require the implementation of left turn lanes and other existing striping modifications to accommodate this level of traffic. It should be noted that currently parking is available along some locations along Flair Drive and is critical to the operation of several of the businesses including Cathay Bank. Therefore, eliminating all parking is not a viable solution at every location. The project needs to come up with design solutions for Flair Drive to accommodate the projected Average Daily traffic anticipated with the Flair Spectrum project

A-21

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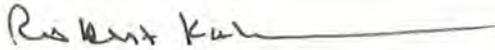
**Conclusions**

RK has reviewed the draft EIR and traffic impact study for the Flair Spectrum project. Based upon this review, RK has identified three major traffic issues that need to be addressed prior to the approval of the Flair Spectrum project. These include: (1) guaranteed funding and installation of the identified mitigation measures in the area surrounding the Cathay Bank, (2) additional mitigation measures are needed to achieve City's level of service standards and (3) the Flair Spectrum project needs to identify additional design accommodations for Flair Drive to accommodate the projected traffic volumes which will increase existing traffic by three-fold as a result of the project.

A-22

RK appreciated this opportunity to work with Cathay Bank, if you have any questions, please call me at (949) 474-0809.

Respectfully submitted,  
RK ENGINEERING GROUP, INC.



Robert Kahn, P.E.  
Principal

Registered Civil Engineer 20285  
Registered Traffic Engineer 0555

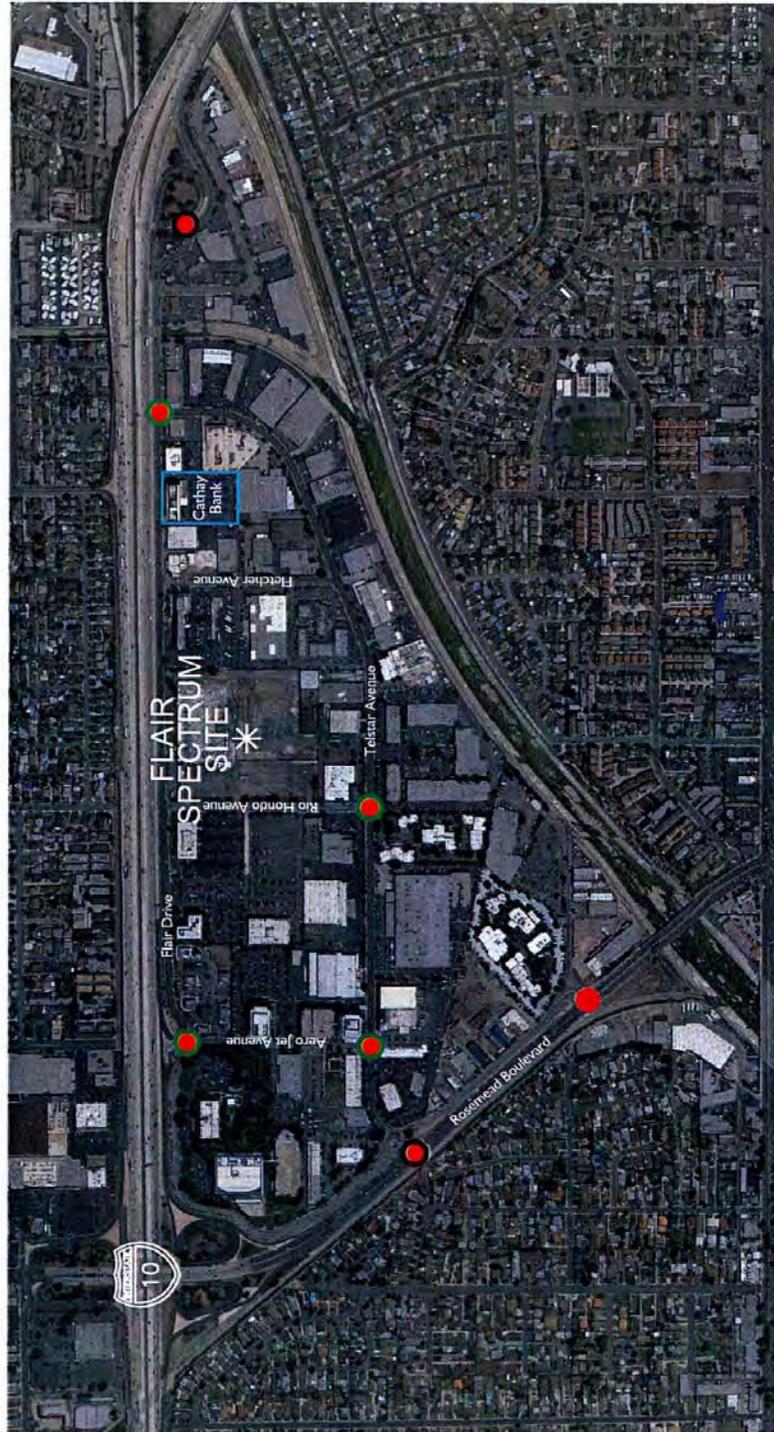
XC: Kenny Tang, Cathay Bank  
Nelson Chung, Pacific Community Builders

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## **Exhibits**

Exhibit A  
**Flair Spectrum Intersection Impacts in the  
Vicinity of the El Monte Cathay Bank**



**Legend:**

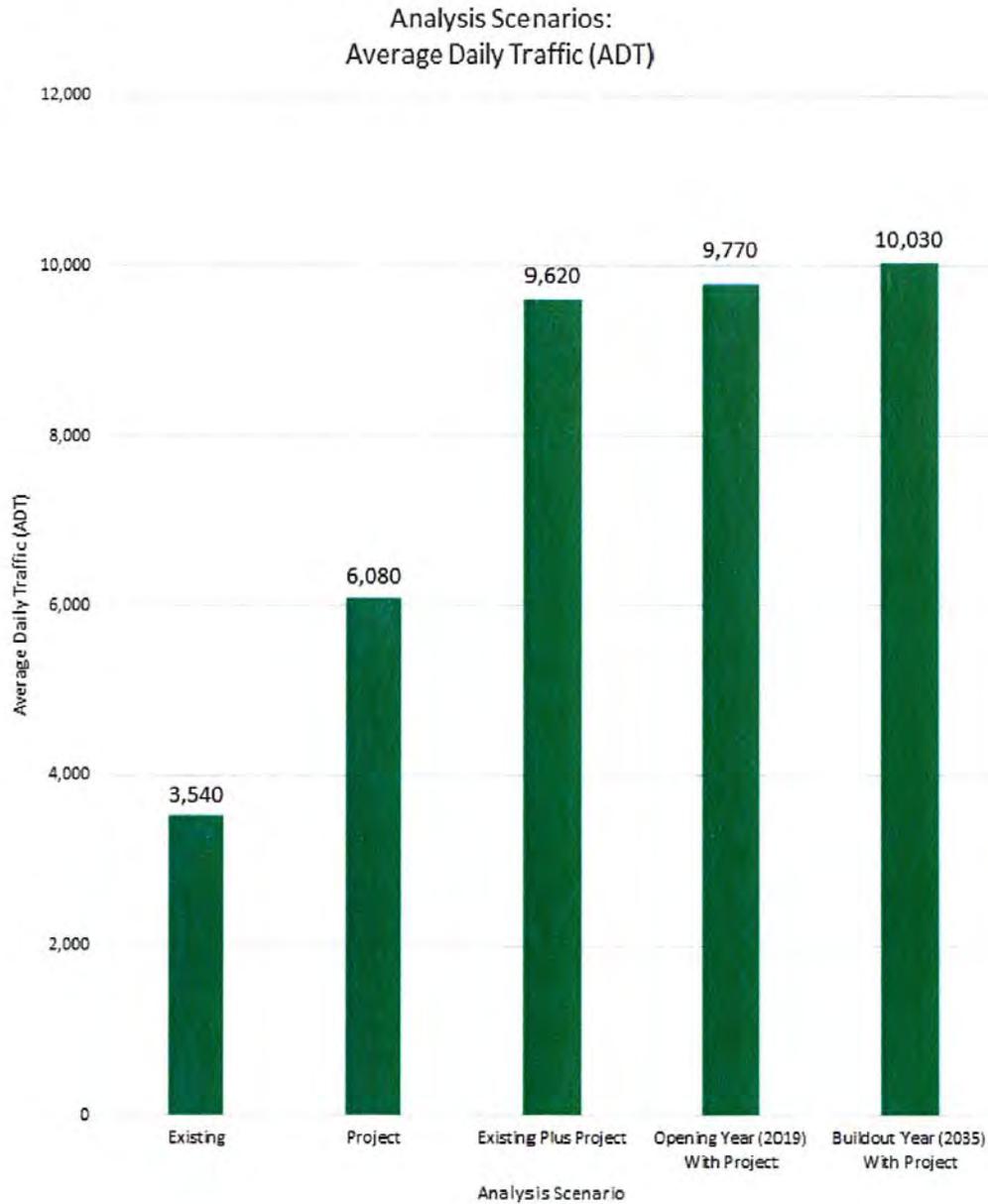
-  = Impacted Intersection
-  = Project Contribute Fair Share of Improvements
-  = Project Construct Improvements
-  = Cathay Bank Site



2436-2014-01 (EoA)  
FLAIR SPECTRUM PROJECT TRAFFIC IMPACT EVALUATION, City of El Monte, California

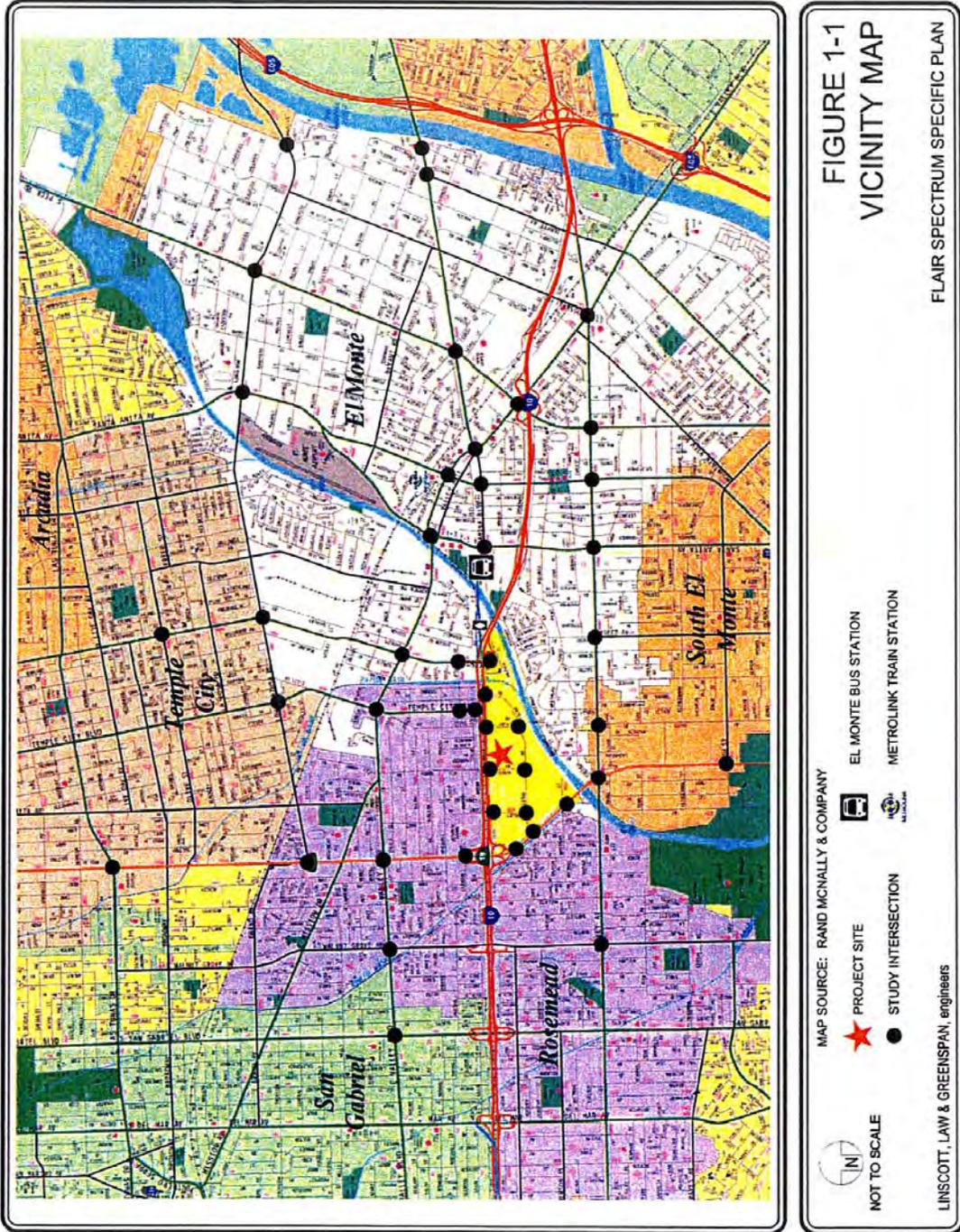


## Exhibit B Flair Drive Average Daily Traffic



**Appendix A**

Flair Spectrum Traffic Study Area



**Appendix B**

Flair Spectrum Traffic Mitigation in the  
Vicinity of the Cathay Bank

## Flair Spectrum Traffic Mitigation in the Vicinity of Cathay Bank

- No. 7      Rosemead Blvd/Telstar Ave  
This improvement consists of the installation of a second southbound left-turn only lane and modification of the westbound approach to provide one left-turn only lane, one combination left-right turn lane and one right-turn only lane, as well as the required traffic signal modification to implement new traffic signal phasing at the intersection. This City improvement project has been assumed to be completed by Year 2016 and as such is assumed in the Year 2016 baseline (pre-project) analyses. Plus a fair share payment into a special city account for Rosemead Corridor improvements.
- No. 10     Aerojet Avenue/Flair Drive I-10 Eastbound Ramps  
Mitigation for this intersection consists of the funding of a traffic signal and restriping of the southbound approach to provide one left-turn lane and one combination left/through/right-turn lane. The project proponent must make every effort to construct the improvement prior to issuance of occupancy permits for the outlet mall.
- No. 11     Aerojet Avenue/Telstar Avenue  
Mitigation for this intersection involves installation of a traffic signal and restriping the southbound approach to provide one combination left-through lane and one right-turn-only lane and restriping the westbound approach to provide one combination left-through lane and one combination through/right-turn lane. Plus a fair share payment into a special city account for Rosemead Corridor improvements.
- No. 13     Rio Hondo Avenue/Telstar Avenue  
Mitigation for this intersection consists of installation of traffic signal and roadway restriping to provide 1) one left-turn only lane and one shared through/right-turn lane on the eastbound approach to Rio Hondo Avenue, and 2) one shared left/through lane and a right-turn only lane on the southbound approach to Telstar Avenue. The requirement for completion of these improvements has been incorporated as Mitigation Measure 4.13.A-4.
- No. 16     Telstar Avenue/Flair Drive  
Mitigation for this intersection consists of roadway restriping to provide 1) one through lane and one shared through/right-turn lane on the eastbound approach to Telstar Avenue, and 2) one left-turn only lane and one right-turn only lane on the northbound approach to Flair Drive. The requirement for completions of these improvements has been incorporated as Mitigation Measure 4.13.A-5.

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- No. 24      Baldwin Avenue/Flair Drive I-10 Eastbound Ramps  
Mitigation for this intersection consists of a fair-share contribution towards a traffic signal installation at the intersection and widening along the west side of Baldwin Avenue to provide an exclusive southbound right-turn only lane. This improvement is also currently being proposed as mitigation for the Walmart project, which at the time of this writing has not yet been entitled. The requirement for fair-share payments has been incorporated as Mitigation measure 4.13.A-1.

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**Appendix C**

Future Level of Service with  
Mitigation Measures

Table 10-2  
CITY OF EL MONTE LEVELS OF SERVICE SUMMARY  
YEAR 2016 FUTURE CONDITIONS  
WEEKDAY AM PM AND SATURDAY MID-DAY PEAK HOURS

NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	[1] YEAR 2016 FUTURE PRE-PROJECT W/ AG & REL. PROJECTS		[2] YEAR 2016 FUTURE WITH PHASE 1 PROJECT		CHANGE V/C [2]/[1]	SIGNIF. IMPACT [2]	[3] YEAR 2016 FUTURE WITH PHASE 1 PROJECT MITIGATION		CHANGE V/C [3]/[1]	MITIGATED [2]
				DELAY or V/C	LOS [a]	DELAY or V/C	LOS [a]			DELAY or V/C	LOS [a]		
8	Rosemead Boulevard (SR-164) I-10 EB Ramps	Yield Only	AM PM SAT	[b] [b] [b]	[b] [b] [b]	[b] [b] [b]	[b] [b] [b]	[b] [b] [b]	[b] [b] [b]	[b] [b] [b]	[b] [b] [b]	[b] [b] [b]	[b] [b] [b]
9	Rosemead Boulevard (SR-164) Toltara Avenue	Signalized	AM PM SAT	0.678 B 0.825 D 0.621 B	0.731 C 0.957 E 0.852 D	0.053 NO 0.132 NO 0.231 NO	0.053 NO 0.132 NO 0.231 NO	0.911 C 0.957 E 0.852 D	0.053 NO 0.132 NO 0.231 NO	0.911 C 0.957 E 0.852 D	0.053 NO 0.132 NO 0.231 NO	[b] [b] [b]	[b] [b] [b]
9	Rosemead Boulevard (SR-164) Whitmore Street	Signalized	AM PM SAT	0.658 B 0.834 D 0.574 A	0.664 B 0.847 D 0.528 A	0.007 NO 0.013 NO 0.024 NO	0.007 NO 0.013 NO 0.024 NO	0.665 B 0.847 D 0.598 A	0.007 NO 0.013 NO 0.024 NO	0.665 B 0.847 D 0.598 A	0.007 NO 0.013 NO 0.024 NO	[b] [b] [b]	[b] [b] [b]
10	Arroyo Avenue I-10 EB Ramps/Flair Drive [c]	All-Way Stop	AM PM SAT	42.3 E 15.1 C 8.0 A	43.4 E 16.1 E 18.4 C	1.1 YES 21.6 YES 10.4 NO	1.1 YES 21.6 YES 10.4 NO	0.547 A 0.705 C 0.421 A	1.1 YES 21.6 YES 10.4 NO	0.547 A 0.705 C 0.421 A	n/a n/a n/a	YES YES YES	[b] [b] [b]
11	Arroyo Avenue Toltara Avenue [c]	All-Way Stop	AM PM SAT	33.7 D 46.2 F 9.8 A	35.8 E 50.0 F 9.0 A	1.8 YES 25.0 YES NA YES	1.8 YES 25.0 YES NA YES	0.540 A 0.818 B 0.700 B	1.8 YES 25.0 YES NA YES	0.540 A 0.818 B 0.700 B	n/a n/a n/a	YES YES YES	[b] [b] [b]
12	Ran Honda Avenue Flair Drive [d]	Two-Way Stop	AM PM SAT	11.4 B 10.7 B 8.6 A	12.1 B 16.3 C 13.0 B	0.7 NO 5.6 NO 4.3 NO	0.7 NO 5.6 NO 4.3 NO	12.1 B 16.3 C 13.0 B	0.7 NO 5.6 NO 4.3 NO	12.1 B 16.3 C 13.0 B	0.7 NO 5.6 NO 4.3 NO	[b] [b] [b]	[b] [b] [b]
13	Ran Honda Avenue Toltara Avenue [d]	Two-Way Stop	AM PM SAT	13.6 B 17.8 C 9.5 A	16.9 C 25.0 F 10.0 F	3.3 NO NA YES NA YES	3.3 NO NA YES NA YES	0.413 A 0.864 D 0.537 A	3.3 NO NA YES NA YES	0.413 A 0.864 D 0.537 A	n/a n/a n/a	YES YES YES	[b] [b] [b]
14	Fletcher Avenue Flair Drive [d]	Two-Way Stop	AM PM SAT	9.8 A 9.5 A 8.5 A	10.2 B 12.1 B 11.4 B	0.4 NO 2.6 NO 2.9 NO	0.4 NO 2.6 NO 2.9 NO	10.2 B 12.1 B 11.4 B	0.4 NO 2.6 NO 2.9 NO	10.2 B 12.1 B 11.4 B	0.4 NO 2.6 NO 2.9 NO	[b] [b] [b]	[b] [b] [b]
15	Fletcher Avenue Toltara Avenue [d]	Two-Way Stop	AM PM SAT	12.7 B 12.5 B 8.6 A	12.8 B 12.9 B 8.8 A	0.1 NO 0.4 NO 0.2 NO	0.1 NO 0.4 NO 0.2 NO	12.8 B 12.9 B 8.8 A	0.1 NO 0.4 NO 0.2 NO	12.8 B 12.9 B 8.8 A	0.1 NO 0.4 NO 0.2 NO	[b] [b] [b]	[b] [b] [b]
16	Toltara Avenue Flair Drive [c]	All-Way Stop	AM PM SAT	11.8 B 11.0 B 7.9 A	13.5 B 11.2 D 21.4 C	1.7 NO 20.2 NO 13.5 NO	1.7 NO 20.2 NO 13.5 NO	13.5 B 11.2 D 21.4 C	1.7 NO 20.2 NO 13.5 NO	13.5 B 11.2 D 21.4 C	1.7 NO 20.2 NO 13.5 NO	[b] [b] [b]	[b] [b] [b]
22	Baldwin Avenue Valley Boulevard	Signalized	AM PM SAT	0.931 E 0.948 E 0.781 C	0.933 E 0.966 E 0.793 C	0.004 NO 0.018 NO 0.012 NO	0.004 NO 0.018 NO 0.012 NO	0.935 E 0.968 E 0.793 C	0.004 NO 0.018 NO 0.012 NO	0.935 E 0.968 E 0.793 C	0.004 NO 0.018 NO 0.012 NO	[b] [b] [b]	[b] [b] [b]
21	Baldwin Avenue Laffoo Drive	Signalized	AM PM SAT	1.217 F 0.893 D 0.711 C	1.307 F 0.954 E 0.857 E	0.070 YES 0.061 NO 0.231 NO	0.070 YES 0.061 NO 0.231 NO	1.004 F 0.863 D 0.876 D	0.070 YES 0.061 NO 0.231 NO	1.004 F 0.863 D 0.876 D	-0.233 NO -0.036 NO 0.095 YES	No [f]	[b] [b] [b]
24	Baldwin Avenue/ Flair Drive I-10 EB Ramps [d]	Two-Way Stop	AM PM SAT	>50.0 F >50.0 F >50.0 F	>50.0 F >50.0 F >50.0 F	NA YES NA YES NA YES	NA YES NA YES NA YES	0.806 D 1.109 F 0.901 E	NA YES NA YES NA YES	0.806 D 1.109 F 0.901 E	n/a n/a n/a	YES YES YES	[b] [b] [b]
25	Merced Avenue Garvey Avenue	Signalized	AM PM SAT	0.802 D 0.754 C 0.732 C	0.806 D 0.761 C 0.744 C	0.004 NO 0.007 NO 0.017 NO	0.004 NO 0.007 NO 0.017 NO	0.806 D 0.761 C 0.744 C	0.004 NO 0.007 NO 0.017 NO	0.806 D 0.761 C 0.744 C	0.004 NO 0.007 NO 0.017 NO	[b] [b] [b]	[b] [b] [b]
26	Santa Anita Avenue Lower Arroyo Road	Signalized	AM PM SAT	0.911 E 0.973 F 0.940 E	0.915 E 0.978 E 0.955 E	0.004 NO 0.005 NO 0.015 NO	0.004 NO 0.005 NO 0.015 NO	0.915 E 0.978 E 0.955 E	0.004 NO 0.005 NO 0.015 NO	0.915 E 0.978 E 0.955 E	0.004 NO 0.005 NO 0.015 NO	[b] [b] [b]	[b] [b] [b]
27	Santa Anita Avenue Valley Boulevard	Signalized	AM PM SAT	1.001 F 0.995 E 0.871 D	1.000 F 0.970 E 0.898 D	0.008 NO 0.015 NO 0.027 NO	0.008 NO 0.015 NO 0.027 NO	1.009 F 0.970 E 0.898 D	0.008 NO 0.015 NO 0.027 NO	1.009 F 0.970 E 0.898 D	0.008 NO 0.015 NO 0.027 NO	[b] [b] [b]	[b] [b] [b]
28	Santa Anita Avenue Ramona Boulevard	Signalized	AM PM SAT	0.684 B 0.798 C 0.588 A	0.686 B 0.802 D 0.593 A	0.007 NO 0.004 NO 0.007 NO	0.007 NO 0.004 NO 0.007 NO	0.686 B 0.802 D 0.593 A	0.007 NO 0.004 NO 0.007 NO	0.686 B 0.802 D 0.593 A	0.007 NO 0.004 NO 0.007 NO	[b] [b] [b]	[b] [b] [b]
29	Santa Anita Avenue Garvey Avenue	Signalized	AM PM SAT	0.984 E 0.928 E 0.920 E	0.990 E 0.936 E 0.914 E	0.006 NO 0.008 NO 0.014 NO	0.006 NO 0.008 NO 0.014 NO	0.990 E 0.936 E 0.914 E	0.006 NO 0.008 NO 0.014 NO	0.990 E 0.936 E 0.914 E	0.006 NO 0.008 NO 0.014 NO	[b] [b] [b]	[b] [b] [b]
30	Tyler Avenue Valley Boulevard	Signalized	AM PM SAT	0.678 B 0.677 B 0.584 A	0.683 B 0.688 B 0.607 B	0.005 NO 0.011 NO 0.014 NO	0.005 NO 0.011 NO 0.014 NO	0.683 B 0.688 B 0.607 B	0.005 NO 0.011 NO 0.014 NO	0.683 B 0.688 B 0.607 B	0.005 NO 0.011 NO 0.014 NO	[b] [b] [b]	[b] [b] [b]
31	Tyler Avenue Ramona Boulevard	Signalized	AM PM SAT	0.494 A 0.511 A 0.471 A	0.495 A 0.514 A 0.477 A	0.001 NO 0.003 NO 0.006 NO	0.001 NO 0.003 NO 0.006 NO	0.495 A 0.514 A 0.477 A	0.001 NO 0.003 NO 0.006 NO	0.495 A 0.514 A 0.477 A	0.001 NO 0.003 NO 0.006 NO	[b] [b] [b]	[b] [b] [b]

Table 10.3  
CITY OF EL MONTE LEVELS OF SERVICE SUMMARY  
YEAR 2019 FUTURE CONDITIONS  
WEEKDAY AM, PM AND SATURDAY MID-DAY PEAK HOURS

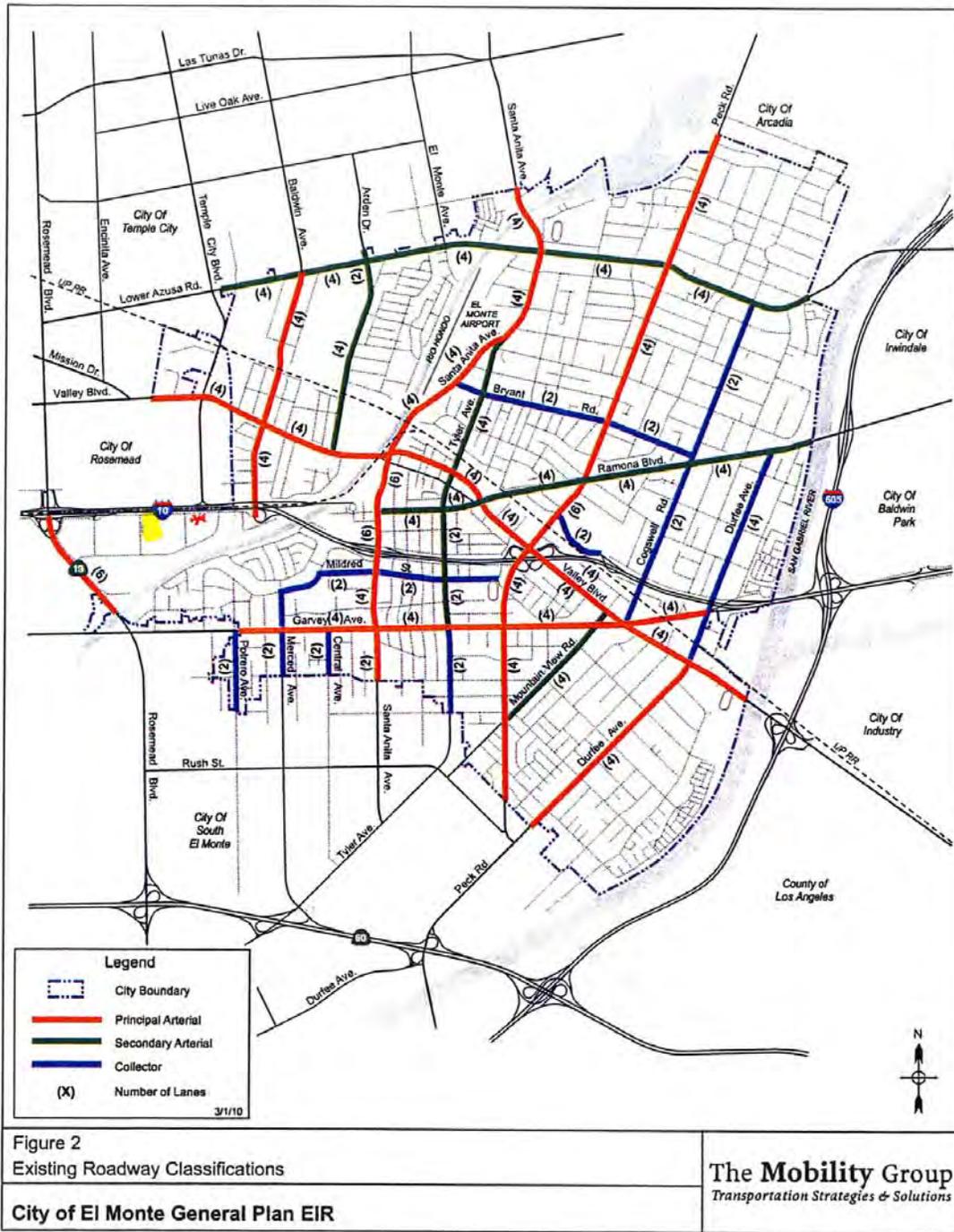
NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	[1] YEAR 2019 FUTURE PRE-PROJECT W/ AG & REL PROJECTS		[2] YEAR 2019 FUTURE WITH PROJECT BUILDOUT		CHANGE V/C [2]-[1]	SIGNIF. [e]	[3] YEAR 2019 FUTURE WITH PROJECT BUILDOUT MITIGATION		CHANGE V/C [3]-[1]	MITIGATED [d]
				DELAY or V/C [a]	LOS [a]	DELAY or V/C [a]	LOS [a]			DELAY or V/C [b]	LOS [b]		
6	Rosemead Boulevard (SR-164) I-10 EB Ramps	Yield Only	AM PM SAT	[b] [b] [b]		[b] [b] [b]				[b] [b] [b]			
7	Rosemead Boulevard (SR-164) Telfair Avenue	Signalized	AM PM SAT	0.591 B 0.842 D 0.634 B		0.770 C 1.002 F 0.890 D		0.070 NO 0.160 YES 0.250 NO		0.720 C 0.952 E 0.840 D		0.029 -- 0.110 -- 0.306 --	YES -- --
8	Rosemead Boulevard (SR-164) Whitmore Street	Signalized	AM PM SAT	0.670 B 0.851 D 0.586 A		0.679 B 0.866 D 0.613 B		0.009 NO 0.015 NO 0.027 NO		0.679 B 0.866 D 0.613 B		0.009 -- 0.015 -- 0.027 --	-- -- --
10	Aerona Avenue I-10 EB Ramps/Flair Drive [c]	All-Way Stop	AM PM SAT	42.5 E 15.9 C 8.0 A		43.1 E 49.8 E 21.2 C		0.9 NO 33.9 YES 13.2 NO		0.560 A 0.727 E 0.431 A		n/a -- n/a -- n/a --	-- YES --
11	Aerona Avenue Telfair Avenue [c]	All-Way Stop	AM PM SAT	34.0 D 48.2 F 9.5 A		38.6 E 50.0 F 50.0 F		4.6 YES NA YES NA YES		0.567 A 0.846 D 0.739 E		n/a -- n/a -- n/a --	YES YES YES
12	Ros Honda Avenue Flair Drive [d]	Two-Way Stop	AM PM SAT	11.5 B 10.8 B 8.6 A		13.7 B 18.8 C 14.2 B		2.2 NO 8.0 NO 5.6 NO		13.7 B 18.8 C 14.2 B		2.2 -- 8.0 -- 5.6 --	-- -- --
13	Ros Honda Avenue Telfair Avenue [d]	Two-Way Stop	AM PM SAT	13.9 B 18.4 C 9.5 A		19.4 C 50.0 F 50.0 F		5.5 NO NA YES NA YES		0.436 A 0.952 E 0.597 A		n/a -- n/a -- n/a --	-- YES YES
14	Fletcher Avenue Flair Drive [d]	Two-Way Stop	AM PM SAT	9.8 A 9.6 A 8.5 A		10.8 B 12.7 B 11.8 B		1.0 NO 3.1 NO 3.3 NO		10.8 B 12.7 B 11.8 B		1.0 -- 1.1 -- 3.3 --	-- -- --
15	Fletcher Avenue Telfair Avenue [d]	Two-Way Stop	AM PM SAT	12.9 B 12.6 B 8.6 A		13.1 B 13.3 B 8.8 A		0.2 NO 0.7 NO 0.2 NO		13.1 B 13.3 B 8.8 A		0.2 -- 0.7 -- 0.2 --	-- -- --
16	Telfair Avenue Flair Drive [c]	All-Way Stop	AM PM SAT	12.1 B 11.2 B 7.9 A		14.3 B 35.2 E 28.3 D		2.2 NO 24.0 YES 20.4 NO		14.4 B 20.0 C 18.9 E		2.3 -- 8.8 -- 11.0 --	-- YES --
22	Baldwin Avenue Valley Boulevard	Signalized	AM PM SAT	0.660 E 0.966 E 0.786 C		0.975 E 0.990 E 0.810 D		0.084 NO 0.024 NO 0.014 NO		0.975 E 0.990 E 0.810 D		0.004 -- 0.024 -- 0.014 --	-- -- --
23	Baldwin Avenue Loftus Drive	Signalized	AM PM SAT	1.254 F 0.904 E 0.740 C		1.335 F 1.035 F 0.992 E		0.091 YES 0.131 YES 0.252 NO		1.025 F 0.899 D 0.854 D		-0.229 -- -0.005 -- 0.114 --	No [f] No [f] --
34	Baldwin Avenue Flair Drive-I-10 EB Ramps [d]	Two-Way Stop	AM PM SAT	50.0 F 50.0 F 50.0 F		50.0 F 50.0 F 50.0 F		NA YES NA YES NA YES		0.855 D 1.141 F 0.932 E		n/a -- n/a -- n/a --	YES YES YES
35	Mered Avenue Garvey Avenue	Signalized	AM PM SAT	0.818 D 0.769 C 0.747 C		0.823 D 0.778 C 0.761 C		0.005 NO 0.009 NO 0.014 NO		0.823 D 0.778 C 0.761 C		0.005 -- 0.009 -- 0.014 --	-- -- --
26	Santa Anita Avenue Limer Anita Road	Signalized	AM PM SAT	0.931 E 0.993 E 0.650 E		0.937 E 1.000 E 0.877 E		0.006 NO 0.007 NO 0.017 NO		0.937 E 1.000 E 0.877 E		0.006 -- 0.007 -- 0.017 --	-- -- --
27	Santa Anita Avenue Valley Boulevard	Signalized	AM PM SAT	1.021 F 0.974 E 0.856 D		1.033 F 0.994 E 0.910 E		0.012 NO 0.020 NO 0.032 NO		1.033 F 0.994 E 0.910 E		0.012 -- 0.020 -- 0.032 --	-- -- --
28	Santa Anita Avenue Ramona Boulevard	Signalized	AM PM SAT	0.696 B 0.813 D 0.592 A		0.698 B 0.819 D 0.605 B		0.002 NO 0.006 NO 0.008 NO		0.698 B 0.819 D 0.605 B		0.002 -- 0.006 -- 0.008 --	-- -- --
29	Santa Anita Avenue Garvey Avenue	Signalized	AM PM SAT	1.005 F 0.880 E 0.938 E		1.013 F 0.860 E 0.957 E		0.008 NO 0.014 NO 0.019 NO		1.013 F 0.860 E 0.957 E		0.008 -- 0.014 -- 0.019 --	-- -- --
30	Tyler Avenue Valley Boulevard	Signalized	AM PM SAT	0.691 B 0.689 B 0.593 A		0.697 B 0.701 C 0.613 B		0.006 NO 0.012 NO 0.020 NO		0.697 B 0.701 C 0.613 B		0.006 -- 0.012 -- 0.020 --	-- -- --
31	Tyler Avenue Ramona Boulevard	Signalized	AM PM SAT	0.503 A 0.540 A 0.479 A		0.504 A 0.544 A 0.486 A		0.001 NO 0.004 NO 0.007 NO		0.504 A 0.544 A 0.486 A		0.001 -- 0.004 -- 0.007 --	-- -- --

Table 10.4  
CITY OF EL MONTE LEVELS OF SERVICE SUMMARY  
YEAR 2035 FUTURE CONDITIONS  
WEEKDAY AM, PM AND SATURDAY MID-DAY PEAK HOURS

NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	(1) YEAR 2035 FUTURE PRE-PROJECT W/ AG & REL. PROJECTS				(2) YEAR 2035 FUTURE WITH PROJECT BUILDOUT				(3) YEAR 2035 FUTURE WITH PROJECT BUILDOUT MITIGATION			
				DELAY V/C	LOS [a]	DELAY V/C	LOS [a]	CHANGE V/C [2b-1]	SGNIF. IMPACT [c]	DELAY V/C	LOS [a]	CHANGE V/C [3b-1]	MITIGATED [d]		
6	Rosemead Boulevard (SR-164) E-10 EB Ramps	Yield Only	AM PM SAT	[b] [b] [b]		[b] [b] [b]		[b] [b] [b]		[b] [b] [b]		[b] [b] [b]			
7	Rosemead Boulevard (SR-164) Telstar Avenue	Signalized	AM PM SAT	0.731 C 0.892 D 0.670 B		0.809 D 1.051 F 0.926 E		0.078 NO 0.159 YES 0.256 NO		0.721 C 0.892 D 0.767 C		-0.010 --- 0.060 D 0.097 C		--- YES ---	
8	Rosemead Boulevard (SR-164) Whitmore Street	Signalized	AM PM SAT	0.707 C 0.898 D 0.619 B		0.715 C 0.914 E 0.626 B		0.008 NO 0.016 NO 0.028 NO		0.715 C 0.914 E 0.646 B		0.008 C 0.016 E 0.028 B		--- --- ---	
10	Astron Avenue Flair Drive [c]	All-Way Stop	AM PM SAT	43.1 E 19.1 C 8.1 A		44.0 E 20.0 F 22.2 C		0.9 NO NA YES 14.1 NO		0.588 A 0.760 C 0.440 A		n/a --- n/a YES n/a ---		--- YES ---	
11	Astron Avenue Telstar Avenue [c]	All-Way Stop	AM PM SAT	34.8 D 20.0 F 8.8 A		41.1 E 20.0 F 20.0 F		6.3 YES NA YES NA YES		0.585 A 0.884 B 0.747 C		n/a YES n/a YES n/a YES		YES YES YES	
12	Rio Hondo Avenue Flair Drive [d]	Two-Way Stop	AM PM SAT	11.8 B 11.0 B 8.6 A		14.1 B 19.7 E 14.2 B		2.3 NO 8.7 NO 5.6 NO		14.1 B 19.7 E 14.2 B		7.1 B 8.7 E 5.6 B		--- --- ---	
13	Rio Hondo Avenue Telstar Avenue [d]	Two-Way Stop	AM PM SAT	14.7 B 20.2 C 9.6 A		22.0 C 20.0 F 20.0 F		7.3 NO NA YES NA YES		0.451 A 0.972 E 0.600 A		n/a --- n/a YES n/a YES		--- YES YES	
14	Fletcher Avenue Flair Drive [d]	Two-Way Stop	AM PM SAT	10.0 A 9.7 A 8.5 A		11.0 B 13.1 B 11.9 B		1.0 NO 3.4 NO 3.4 NO		11.0 B 13.1 B 11.9 B		1.0 B 3.4 B 3.4 B		--- --- ---	
15	Fletcher Avenue Telstar Avenue [d]	Two-Way Stop	AM PM SAT	13.4 B 13.2 B 8.6 A		13.7 B 13.7 B 8.8 A		0.3 NO 0.5 NO 0.2 NO		13.7 B 13.7 B 8.8 A		0.3 B 0.3 B 0.2 A		--- --- ---	
16	Talbot Avenue Flair Drive [c]	All-Way Stop	AM PM SAT	13.0 B 11.9 B 7.9 A		15.6 C 16.0 E 29.6 D		2.6 NO 24.1 YES 21.7 NO		15.7 C 21.9 C 19.4 C		2.7 C 10.0 C 11.5 C		--- YES ---	
22	Baldwin Avenue Valley Boulevard	Signalized	AM PM SAT	1.020 F 1.019 F 0.839 D		1.023 F 1.041 F 0.824 D		0.003 NO 0.024 YES 0.013 NO		1.028 F 0.892 D 0.884 D		0.005 F -0.127 D 0.012 D		--- YES ---	
23	Baldwin Avenue Lofbo Drive	Signalized	AM PM SAT	1.348 F 0.964 E 0.793 C		1.429 F 1.092 F 1.048 F		0.081 YES 0.128 YES 0.252 YES		1.093 F 0.936 E 0.901 E		-0.253 NO [1] -0.608 NO [1] 0.108 NO [1]		NO [1] NO [1] NO [1]	
24	Baldwin Avenue Flair Drive E-10 EB Ramps [d]	Two-Way Stop	AM PM SAT	>50.0 F >50.0 F >50.0 F		>50.0 F >50.0 F >50.0 F		NA YES NA YES NA YES		0.899 D 1.203 F 0.934 E		n/a YES n/a YES n/a YES		YES YES YES	
25	Mercad Avenue Garvey Avenue	Signalized	AM PM SAT	0.867 D 0.514 D 0.790 C		0.872 D 0.823 D 0.804 D		0.005 NO 0.009 NO 0.014 NO		0.872 D 0.823 D 0.804 D		0.005 D 0.009 D 0.014 D		--- --- ---	
26	Santa Anita Avenue Lower Anza Road	Signalized	AM PM SAT	0.987 E 1.052 F 1.017 F		0.993 E 1.059 F 1.035 F		0.006 NO 0.007 NO 0.018 NO		0.983 E 1.039 F 1.035 F		0.006 E 0.007 F 0.018 F		--- --- ---	
27	Santa Anita Avenue Valley Boulevard	Signalized	AM PM SAT	1.081 F 1.027 F 0.931 E		1.093 F 1.048 F 0.963 E		0.012 NO 0.021 YES 0.032 NO		1.030 F 1.012 F 0.911 E		-0.031 F -0.015 F -0.028 E		--- YES ---	
28	Santa Anita Avenue Ramona Boulevard	Signalized	AM PM SAT	0.731 C 0.828 D 0.622 B		0.733 C 0.864 D 0.630 B		0.002 NO 0.006 NO 0.008 NO		0.733 C 0.864 D 0.630 B		0.002 C 0.006 D 0.008 B		--- --- ---	
29	Santa Anita Avenue Garvey Avenue	Signalized	AM PM SAT	1.085 F 1.001 F 0.992 E		1.073 F 1.015 F 1.011 F		0.008 NO 0.014 NO 0.019 NO		1.073 F 1.015 F 1.011 F		0.008 F 0.014 F 0.019 F		--- --- ---	
30	Tyler Avenue Valley Boulevard	Signalized	AM PM SAT	0.730 C 0.724 C 0.619 B		0.736 C 0.736 C 0.639 B		0.006 NO 0.012 NO 0.020 NO		0.736 C 0.736 C 0.639 B		0.006 C 0.012 C 0.020 B		--- --- ---	
31	Tyler Avenue Ramona Boulevard	Signalized	AM PM SAT	0.530 A 0.568 A 0.502 A		0.531 A 0.572 A 0.509 A		0.001 NO 0.004 NO 0.007 NO		0.531 A 0.572 A 0.509 A		0.001 A 0.004 A 0.007 A		--- --- ---	

**Appendix D**

City of El Monte Existing Roadway  
Classifications and Capacities



## Response A – Cathay Bank

- A-1 The comments are introductory in nature and no further response is necessary.
- A-2 The comments noting that Cathay Bank is not opposed to the proposed project or the redevelopment in the City of El Monte are noted and will be forwarded to the decision-makers for their required review and consideration prior to any action being taken on the project. The comments noting the main concern of projected traffic impact increases in the area (particularly Flair Drive) and the comments expressing the opinion that more needs to be done to ensure that proper mitigation measures are in place when the proposed project is operating, are also noted and will be forwarded to the decision-makers for their required review and consideration prior to any action being taken on the project. The commenter also notes that at the present time it is difficult for motorists to enter and exit the Cathay Bank driveways and traffic will triple. *This comment does not identify any significant new information and does not comment on the adequacy of the environmental analysis in the DEIR.*
- A-3 The commenter is correct in noting that some of the mitigation measures and identified improvements (e.g., at Intersection No. 24: Baldwin Avenue/Flair Drive – I-10 Eastbound Ramps and Intersection No. 7: Rosemead Boulevard/Telstar Avenue) are not guaranteed to be implemented in conjunction with the proposed project. For informational purposes, it is important to note that Intersection No. 24 (Baldwin Avenue/Flair Drive – I-10 Eastbound Ramps intersection) is currently operating at Level of Service F (LOS F) conditions under all peak hours (i.e., under weekday AM peak hour, weekday PM peak hour, and weekend [Saturday] mid-day peak hour conditions). This location has also been recognized in the City's General Plan traffic study (prepared in 2010) as operating under LOS F conditions during both the weekday AM and PM peak hour conditions.

As stated on page 134, Appendix G of the Draft EIR, the following was noted with respect to mitigation for Intersection No. 24 (Baldwin Avenue/Flair Drive-I-10 Eastbound Ramps):

Mitigation for this intersection consists of a fair-share contribution towards a traffic signal installation at the intersection and widening along the west side of Baldwin Avenue to provide an exclusive southbound right-turn only lane. This improvement is also currently being proposed as mitigation for the Walmart project, which at the time of this writing has not come before the City Council for a decision. Appendix C contains a copy of the traffic signal warrant prepared for this location. The MUTCD Warrant No. 3: Peak Hour Traffic Volume Warrant is satisfied for the intersection for the year 2019 with Project Build-out condition. It is important to note that the intersection is also under joint jurisdiction with Caltrans and therefore, the construction of the improvement is not entirely within the City's control. While the associated Caltrans-required Permit Engineering and Evaluation Report (PEER) and traffic engineering design plans can be prepared through the fair-share funding, the timing of Caltrans review and approval is not yet determined. Therefore, while these improvements are expected to reduce the project's traffic impacts to less than significant levels, due to the multi-jurisdictional and timing issues it has been conservatively concluded that the project's significant traffic impacts at this location would remain significant and unavoidable (until such time as the improvement is completed).

As stated on page 132, Appendix G of the Draft EIR, the following was noted with respect to mitigation for Intersection No. 7 (Rosemead Boulevard/ Telstar Avenue):

"As the intersection is located along the Rosemead Boulevard corridor, project mitigation for this intersection is expected to include the future traffic signal synchronization project under the TSMSS. As such, a five percent (5%) capacity enhancement and overall reduction in delay has been assumed. Since the ITS improvement alone is not expected to fully reduce the project's significant impact to less than significant levels, a portion of

the City's long-term General Plan improvement is also proposed as mitigation. While the City of El Monte General Plan traffic study includes the eventual widening along Rosemead Boulevard from a six-lane roadway to an eight-lane roadway in association with the City-planned conversion of Rosemead Boulevard (SR-164), only the northbound Rosemead Boulevard improvement is needed to fully reduce the project's significant traffic impacts (in addition to traffic signal synchronization improvement). Mitigation consists of widening the northbound approach at Telstar Avenue to allow the conversion from three through travel lanes and a right-turn only lane to four through travel lanes and one right-turn only lane. Since this widening improvement is a portion of the City's long-term General Plan improvement measure and any near-term construction is not entirely within the City's control (due to the fact that the intersection is currently operating under shared jurisdiction with Caltrans), a fair-share payment into a special City-designated account will be provided by the project applicant. While these improvements are expected to reduce the project's traffic impacts to less than significant levels, due to the multi-jurisdictional and timing issues it has been conservatively assumed that impacts remain significant and unavoidable."

The preparers of the Draft EIR traffic analysis did conclude that the traffic impacts associated with the Flair Spectrum Specific Plan project would therefore remain significant and unavoidable, as described above, since both intersections are also under joint jurisdiction with Caltrans and the construction of the improvement is not entirely within the City's control. This is the case even if the Applicant were providing full funding of the recommended improvements and seeking reimbursement later. This conclusion is also required based on results of recent CEQA case law. *This comment does not identify any significant new information and does not comment on the adequacy of the environmental analysis in the DEIR.*

**A-4** The commenter notes that several of the study intersections will not operate at the City's Level of Service (LOS) standard "D", even with the project mitigation measures. It is important to clarify the City of El Monte's performance standard is not LOS D at all locations. As stated on page 72 of the Flair Spectrum Specific Plan traffic impact study (contained in Appendix G of the Draft EIR), the City of El Monte utilizes the following threshold of significance for signalized intersections:

- A significant impact occurs when a proposed project increases traffic demand at a signalized study intersection by two percent or more of capacity ( $V/C / 0.02$ ), causing or worsening LOS F ( $V/C > 1.00$ ) for all intersections on major corridors, truck routes, commercial corridors at, or adjacent to freeway ramps (in this case, all intersections along Valley Boulevard, Lower Azusa Road, Garvey Avenue, Rosemead Boulevard, Baldwin Avenue, Santa Anita Avenue and at intersections at, or adjacent to freeway ramps (Temple City Boulevard – Olney Street/I-10 Westbound Ramps, Baldwin Avenue – Flair Drive/I-10 Eastbound Ramps).
- A significant impact occurs when a proposed project increases traffic demand at a signalized study intersection by two percent or more of capacity ( $V/C / 0.02$ ), causing or worsening LOS E ( $V/C > 0.90$ ) for all intersections which are not on major corridors, truck routes, commercial corridors at or adjacent to freeway ramps.

The City of El Monte does not have established thresholds of significance for unsignalized intersections. However, based on coordination with City of El Monte staff, the following threshold of significance has been employed in the City's General Plan Traffic Impact Study and other traffic studies conducted in the City of El Monte:

- A significant impact occurs when a proposed Project increases traffic delay at an unsignalized intersection by two (2) percent or more of capacity, causing or worsening LOS E (control delay > 35 seconds) for those intersections.

Therefore, LOS D is not the performance standard for all intersections on major corridors, truck routes, commercial corridors at, or adjacent to freeway ramps. The commenter is correct in noting that some of the improvements will require cooperation and joint efforts of numerous jurisdictions. *This comment has been noted and does not identify any significant new information or comment on the adequacy of the environmental analysis in the DEIR.*

**A-5** Refer to Response A-7 for a full discussion of the Flair Drive existing and future traffic volumes. With respect to Flair Drive being a designated Local street, it is important to note the character of Flair Drive. In the vicinity of Cathay Bank, the following design features lend Flair Drive to operate more as an arterial than a typical Local roadway:

- Caltrans I-10 Freeway right-of-way exists along the entire north side of Flair Drive in the vicinity. Therefore, since there is no development located across from the Cathay Bank site along Flair Drive, there are no driveways and potential turning movement conflicts that would normally be present on a typical Local street, which has driveways and development located along both sides of the roadway.
- Flair Drive is 40 feet wide, curb to curb, which significantly exceeds that of typical Local roadways. Thus, while one through travel lane is provided along Flair Drive in the immediate vicinity of Cathay Bank, the travel lanes are 20 feet in width (includes eight feet for on-street parking).

For the above reasons, the character and design of Flair Drive affords higher capacities than a typical Local roadway would and therefore, more closely functions and resembles a Collector roadway than a Local roadway.

It is important to note that the City of El Monte does not have established street segment impact criteria/thresholds. As such, consultation occurred with City staff regarding the preparation of a supplemental street segment analysis (for informational purposes only). The following paragraphs summarize the methodology, impact criteria assumptions and analysis.

#### Street Segment Analysis Methodology

Based on coordination with City of El Monte staff, a supplemental Flair Drive street segment level of service analysis was prepared so as to address more formally the commenter's concern regarding the projected increases in traffic volumes in the immediate project vicinity. The weekday AM peak hour and PM peak hour traffic volumes in each direction and combined along Flair Drive (east of Fletcher Avenue) were determined based on the peak hour traffic counts conducted at Intersection No. 14 (Flair Drive/Fletcher Avenue). Copies of the peak hour manual turning movement counts at the intersection were contained in Appendix A of the traffic impact study (contained in Appendix G of the Draft EIR).

#### Street Segment Impact Criteria and Thresholds

The City of El Monte does not have specific impact criteria and thresholds applicable to roadway segments. Pursuant to coordination with City staff, the significance of the potential impacts of project-generated net new traffic at the subject Flair Drive street segment was identified using the two-lane roadway criteria set forth in the Los Angeles County Department of Public Works' Traffic Impact Analysis Report Guidelines document. It is recognized that the County's typical two-lane roadway capacities may not be directly applicable to streets in an urban setting. As a result, the corresponding roadway capacities as outlined in the County's Traffic Impact Analysis Report Guidelines have been reduced by half (i.e., 50%) for purposes of this analysis to more closely reflect characteristics associated with the Flair Drive street segment.

Accordingly, a transportation impact on a roadway was to be deemed significant based on a percentage increase in passenger cars per hour (PCPH) by the project as shown in Table A. As shown below, the criteria is only applicable when a street segment is shown to operate at LOS C, D, or E/F.

TABLE A				
RECOMMENDED CITY OF EL MONTE ROADWAY SEGMENT IMPACT THRESHOLD CRITERIA				
Directional Split	Total Capacity (PCPH) [a]	Percentage Increase in Passenger Cars Per Hour (PCPH) by Project		
		Pre-project LOS		
		C	D	E/F
50/50	1,400	4	2	1
60/40	1,325	4	2	1
70/30	1,250	4	2	1
80/20	1,150	4	2	1
90/10	1,050	4	2	1
100/0	1,000	4	2	1

[a] Capacity (pcph) based on 50% of the values established by Los Angeles County.

The forecast traffic conditions for the Year 2019 Cumulative Without Project Buildout and Year 2019 Cumulative With Project Buildout conditions are summarized in Table B. The directional traffic splits for Flair Drive, east of Fletcher Avenue street segment are based on existing traffic count data as well as the corresponding total peak hour roadway capacities. As presented in Column [1] of Table B, the study street segment is forecast to operate at LOS A during the weekday AM and PM peak hours under the Year 2019 Cumulative Without Project Buildout conditions. As shown in Column [2] of Table B, the study street segment is forecast to operate at LOS B during the weekday AM and PM peak hours under the Year 2019 Cumulative With Project Buildout conditions, when both Phase I and Phase II project traffic is realized. Application of the County's two-lane roadway threshold criteria for street segment analysis indicates that the proposed project is not anticipated to significantly impact the analyzed Flair Drive street segment as it is not operating at LOS C, D, or E/F.

Thus, further improvements or mitigation measures along Flair Drive are not warranted. *No further response is required.*

**Table B**  
**YEAR 2019 CONDITIONS ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY**

NO.	ROADWAY SEGMENT	PEAK HOUR	DIRECTIONAL SPLIT [a]	TOTAL CAPACITY (PCPH) [b]	(1) YEAR 2019 CUMULATIVE WITHOUT PROJECT			(2) YEAR 2019 CUMULATIVE WITH PROJECT			
					PEAK HOUR VOL [c]	V/C	LOS	PROJ. VOL [d]	PEAK HOUR VOL [e]	V/C	LOS
1	Flair Drive, east of Fletcher Avenue	AM	60 / 40	1,325	591	0.446	A	240	831	0.627	B
		PM	50 / 50	1,400	369	0.264	A	608	977	0.698	B

Note: PCPH = Passenger Cars Per Hour

- [a] Directional split of the roadway based on existing traffic count data.
- [b] Total capacity, in passenger cars per hour (PCPH), based on existing roadway directional split per County of Los Angeles Department of Public Works' Traffic Impact Analysis Report Guidelines, January 1, 1997.
- [c] Peak hour traffic volumes based on Flair Spectrum Specific Plan Project Traffic Impact Study (Figures 10-10 and 10-11, Future Year 2019 Without Project Traffic Volumes), per LLG Engineers Traffic Impact Study, October 22, 2014.
- [d] Represents net new project trips based on the project trip generation and trip distribution for the proposed project (Figures 8-7 and 8-8 of LLG Engineers traffic impact study).
- [e] Derived by combining the year 2019 cumulative without project traffic volumes and the proposed project volumes.
- [f] According to the County of Los Angeles Department of Public Works' "Traffic Impact Analysis Report Guidelines", January 1, 1997, Page 6: an impact is considered significant if the project related increase in Passenger Cars Per Hour (PCPH) equals or exceeds the thresholds shown below. It should be noted that the typical LA County two-lane roadway capacities have been reduced by half (50%) for purposes of this roadway segment analysis to provide a conservative analysis.

Directional Split	Total Capacity (PCPH)	Pre-project LOS		
		C	D	E/F
50/50	1,400	4	2	1
60/40	1,325	4	2	1
70/30	1,250	4	2	1
80/20	1,150	4	2	1
90/10	1,050	4	2	1
100/0	1,000	4	2	1

- A-6 These comments are essentially the same as Responses A-1 through A-5. As such, please refer to Responses A-1 through A-5 above. *No further response is required.*
- A-7 Some of the comments are introductory in nature and no further response is necessary. The commenter is generally correct in referencing the forecast daily vehicle trip generation expected with the proposed project. As a point of clarification, as noted in Figures 8-1, 8-2 and 8-3, on pages 57, 58, and 60 of Appendix G of the Draft EIR, the project traffic distribution on Flair Drive near Cathay Bank (east of Fletcher Avenue) was assumed at 31%, 30% and 34%, for the hotel, commercial (outlet and restaurant) and residential (condominium) components of the proposed project, respectively. The three-fold increase in average daily traffic (ADT) volume due to the project as referenced by the commenter is significantly overstated. With the existing ADT along this portion of Flair Drive estimated at 3,540 vehicle trips and the proposed project calculated to result in an increase of 6,534 ADT (i.e., applying the above land use distribution percentages to each of the project ADT forecasts per land use component), the increase in ADT due to the project relates to a less than two-fold increase in ADT. The actual increase in existing ADT due to the proposed project is less than a 200 percent increase, or less than two-fold increase (i.e.,  $6,534 \text{ average daily vehicles} / 3,540 \text{ average daily vehicles} = 185 \text{ percent increase}$ , or less than 200 percent or doubling of ADT). The commenter inadvertently miscalculated the increase by including the existing average daily traffic volumes in the proposed project ADT increase calculation (i.e.,  $(3,540 + 6,534) / 3,540 = a \text{ 285 percent increase}$ , and stating an almost three-fold increase). *This comment does not identify any significant new and no further response is required.*
- A-8 As this comment essentially restates comment A-3, please refer to Response A-3 for a full discussion of the mitigation at the two referenced intersections. *No further response is required.*
- A-9 As this comment essentially restates Comment A-4, please refer to Response A-4 for a full discussion. *No further response is required.*
- A-10 As this comment essentially restates Comment A-5, please refer to Response A-5 for a full discussion regarding Flair Drive and the supplemental analysis prepared as part of the Final EIR (for informational purposes only). *No further response is required.*
- A-11 Refer to Response A-7 for a discussion of the clarification regarding the ADT increases anticipated with the proposed project.
- Refer to Response A-3 for a full discussion of the mitigation for Intersection No. 7 (Rosemead Boulevard/Telstar Avenue). As stated, the preparers of the traffic analysis did conclude that the traffic impacts associated with the Flair Spectrum Specific Plan project would remain significant and unavoidable at this location since the intersection is also under joint jurisdiction with Caltrans and the construction of the improvement is not entirely within the City's control. This is the case even if the Applicant were providing full funding of the recommended improvements and seeking reimbursement later. This conclusion is also required based on results of recent CEQA case law. *This comment does not identify any significant new information or comment on the adequacy of the environmental analysis in the DEIR. No further response is required.*
- A-12 As a point of clarification, Intersection No. 11 (Aerojet Avenue/Telstar Avenue) is expected to be fully mitigated with the proposed direct project mitigation. As stated on page 133 of the traffic impact study (contained in Appendix G of the Draft EIR), the following was noted with respect to mitigation for Intersection No. 11:

"Mitigation for this intersection involves installation of a traffic signal and restriping the southbound approach to provide one combination left-through lane and one right-turn-only lane and restriping the westbound approach to provide one combination left-through lane and one combination through/right-turn lane. This improvement is expected to reduce the project's significant traffic impacts to less than significant levels."

Therefore, the significant traffic impacts due to the proposed project are expected to be reduced to less than significant levels and the improvements proposed are fully within control of the Applicant and the City of El Monte.

If on the other hand, the commenter had intended to reference Intersection No. 10 (Aerojet Avenue/Flair Drive-I-10 Eastbound Ramps), page 132 of the traffic study (contained in Appendix G of the Draft EIR) noted the following with respect to mitigation for Intersection No. 10:

"Mitigation for this intersection consists of the funding of a traffic signal installation and restriping of the southbound approach to provide one left-turn lane and one combination left/through/right-turn lane. Appendix C contains a copy of the traffic signal warrant prepared for this location. The MUTCD Warrant No. 3: Peak Hour Traffic Volume Warrant is satisfied for the intersection for the year 2019 with Project Build-out condition. It is important to note that the intersection is also under joint jurisdiction with Caltrans and therefore, the construction of the improvement is not entirely within the City's control. While the associated Caltrans-required Permit Engineering and Evaluation Report (PEER), subsequent traffic engineering design plan preparation and the eventual construction will be a requirement of the project applicant, the timing of Caltrans review and approval is not yet determined. Therefore, while these improvements are expected to reduce the project's traffic impacts to less than significant levels, due to the multi-jurisdictional and timing issues it has been conservatively concluded that the project's significant traffic impacts at this location would remain significant and unavoidable (until such time as the improvement is completed). It is expected that the City will condition this improvement to be completed prior to the issuance of a Certificate of Occupancy for the outlet mall component of the project site."

As stated, the preparers of the traffic analysis did conclude that the traffic impacts associated with the Flair Spectrum Specific Plan project would remain significant and unavoidable at this location (Intersection No. 10) since the intersection is also under joint jurisdiction with Caltrans and the construction of the improvement is not entirely within the City's control. This conclusion is also required based on results of recent CEQA case law. *This comment does not identify any significant new information or comment on the adequacy of the environmental analysis in the DEIR. No further response is required.*

- A-13** Refer to Response A-3 for a full discussion of the mitigation for Intersection No. 24 (Baldwin Avenue/Flair Drive-I-10 Eastbound Ramps). As stated, the preparers of the traffic analysis did conclude that the traffic impacts associated with the Flair Spectrum Specific Plan project would remain significant and unavoidable at this location since the intersection is also under joint jurisdiction with Caltrans and the construction of the improvement is not entirely within the City's control. This is the case even if the Applicant were providing full funding of the recommended improvements and seeking reimbursement later. This conclusion is also required based on results of recent CEQA case law. *This comment does not identify any significant new information or comment on the adequacy of the environmental analysis in the DEIR. No further response is required.*
- A-14** Refer to Responses A-11, A-12 and A-13 above for a discussion of relating to the conclusions in the Draft EIR regarding the assumption that several significant traffic impacts were concluded to be significant and

unavoidable. As stated, the preparers of the traffic analysis did conclude that the traffic impacts associated with the Flair Spectrum Specific Plan project would remain significant and unavoidable at several locations since they are under joint jurisdiction with Caltrans and the construction of the improvement is not entirely within the City's control. This is the case even if the Applicant were providing full funding of the recommended improvements and seeking reimbursement later. This conclusion is also required based on results of recent CEQA case law. *This comment does not identify any significant new information or comment on the adequacy of the environmental analysis in the DEIR. No further response is required.*

**A-15** As this comment is very similar to Comment A-4, please refer to Response A-4 for a full discussion of the City's performance standards and clarification. *No further response is required.*

**A-16** This comment correctly notes the expected LOS under the Year 2016 With Phase I of the Flair Spectrum Project conditions for Intersections Nos. 7 (Rosemead Boulevard/Telstar Avenue) and 24 (Baldwin Avenue/Flair Drive-I-10 Eastbound Ramps). As Intersection No. 7 is located on a major corridor and a truck corridor, LOS E is acceptable. However, while Intersection No. 24 is along a major corridor, truck corridor (Baldwin Avenue), and at a freeway ramp (i.e, also a location where LOS E is the performance standard) it is important to note that the location is operating at LOS F conditions during all peak hours today (existing). With the proposed mitigation, the intersection will operate better than under the existing operating conditions. *This comment does not identify any significant new information or comment on the adequacy of the environmental analysis in the DEIR. No further response is required.*

**A-17** This comment correctly notes the expected LOS under the Year 2019 With Buildout of the Flair Spectrum Project conditions for Intersection Nos. 7 (Rosemead Boulevard/Telstar Avenue), 13 (Rio Hondo Avenue/Telstar Avenue) and 24 (Baldwin Avenue/Flair Drive-I-10 Eastbound Ramps). As Intersection No. 7 is located on a major corridor and a truck corridor, LOS E is acceptable. As Intersection No. 13 is located on a commercial corridor and is located in the heart of the Flair Park Business District, LOS E is also acceptable. However, while Intersection No. 24 is along a major corridor, truck corridor (Baldwin Avenue), and at a freeway ramp (i.e, a location where LOS E is the performance standard), it is important to note that the location is operating at LOS F conditions during all peak hours today (existing). With the proposed mitigation, the intersection will operate better than under the existing operating conditions. Therefore, additional mitigation measures are not warranted. *This comment does not identify any significant new information or comment on the adequacy of the environmental analysis in the DEIR. No further response is required.*

**A-18** This comment correctly notes the expected LOS under the Year 2035 With Buildout of the Flair Spectrum Project conditions for Intersection Nos. 13 (Rio Hondo Avenue/Telstar Avenue) and 24 (Baldwin Avenue/Flair Drive-I-10 Eastbound Ramps). As Intersection No. 13 is located on a commercial corridor and is located in the heart of the Flair Park Business District, LOS E is acceptable. However, while Intersection No. 24 is along a major corridor, truck corridor (Baldwin Avenue), and at a freeway ramp (i.e, a location where LOS E is the performance standard), it is important to note that the location is operating at LOS F conditions during all peak hours today (existing). With the proposed mitigation, the intersection will operate better than under the existing operating conditions.

In conclusion, additional mitigation measures are not warranted to maintain LOS D conditions, as LOS E is the appropriate performance standard at intersections noted in Responses A-16, A-17 and A-18 above. *This comment does not identify any significant new information or comment on the adequacy of the environmental analysis in the DEIR. No further response is required.*

**A-19** Refer to Response A-7 for a full discussion of the Flair Drive average daily traffic volume (ADT). *No further response is required.*

- A-20** Refer to Response A-7 for a full discussion of the Flair Drive average daily traffic volume (ADT) and the clarification that the ADT traffic volume increases due to the proposed project is less than a 200 percent increase, or less than two-fold increase (i.e., 6,534 average daily vehicles / 3,540 average daily vehicles = 185 percent increase, or less than 200 percent or doubling of ADT). The commenter inadvertently miscalculated the increase by including the existing average daily traffic volumes in the proposed project ADT increase calculation (i.e., (3,540 + 6,534) / 3,540 = a 285 percent increase, and stating an almost three-fold increase).

Refer also to Response A-5 for a full discussion regarding Flair Drive and the supplemental analysis prepared as part of the Final EIR (for informational purposes only). Application of the County's two-lane roadway threshold criteria for street segment analysis indicates that the proposed project is not anticipated to significantly impact the analyzed Flair Drive street segment as it is not operating at LOS C, D, or E/F. Thus, further improvements or mitigation measures along Flair Drive are not warranted. *No further response is required.*

- A-21** It should be noted that a direct project mitigation measure is proposed for Intersection No. 16 (Telstar Avenue/Flair Drive). As stated on page 133 of the Flair Spectrum Specific Plan traffic impact study (contained in Appendix G of the Draft EIR), mitigation for this intersection consists of roadway restriping to provide: 1) one through lane and one shared through/right-turn lane on the eastbound Flair Drive approach to Telstar Avenue, and 2) one left-turn only lane and one right-turn only lane on the northbound approach to Flair Drive. Adequate curb-to-curb width exists to accommodate the above measures. Thus, an additional eastbound through lane will be provided by the Applicant. It is important to note that east of Telstar Avenue, Flair Drive currently provides two lanes westbound through the intersection where henceforth it transitions back to one westbound through lane.

As stated on page 134 of the Flair Spectrum Specific Plan traffic impact study (contained in Appendix G of the Draft EIR), mitigation for Intersection No. 24 (Baldwin Avenue/Flair Drive-I-10 Eastbound Ramps) consisted of a fair-share contribution towards a traffic signal installation and widening along the west side of Baldwin Avenue to provide an exclusive southbound right-turn only lane.

Further improvements or mitigation measures along the Flair Drive roadway segment are not warranted. Refer to Responses A-4, A-5, and A-7 for a full discussion of the City's performance LOS and supplemental street segment analysis prepared as part of this Final EIR. *This comment does not identify any significant new information. No further response is required.*

- A-22** Comments are conclusionary in nature and *no further response is necessary*. Refer to Responses A-7 through A-21 above.

## Comment B – California Department of Transportation, District 7

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING  
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*Serious drought.  
Help save water!*

December 8, 2014

Mr. Jason Mikaelian, Planning Service Manager  
City of El Monte  
Planning Division  
11333 Valley Boulevard  
El Monte, CA 91731

RE: The Flair Spectrum Project & Specific Plan  
Vic. LA-10, PM 26.84 to 27.963  
LA-19, PM 5.6  
SCH # 2014071044  
Ref. IGR/CEQA No. 140732AL-NOP  
IGR/CEQA No. 141047AL-DEIR

Dear Mr. Mikaelian:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed mixed-use development consists of 640,000 gross square feet of retail and 50,000 square feet of restaurant for an outlet mall, a 250-room hotel, and 600 residential units on the 14.66 acre project site. The project also includes the option for up to 20 percent of the proposed retail square footage to be developed as office use.

Table 8-1, page 55 of the Traffic Impact Study (TIS) dated October 22, 2014, indicates that the project will generate 21,317 daily trips, 725/1,416 AM/PM peak hour trips and 28,791 Saturday daily trips, 2,254 Saturday peak hour trips. Table 7-1 (Related Projects List and Trip Generation), indicates that there are about 49 related projects from the City of El Monte, City of San Gabriel, City of Rosemead, and City of Temple City generating a total of 65,337 daily trips, 3,980/5,856 AM/PM peak hour trips, 68,679 Saturday daily trip and 6,061 Saturday peak hour trips. As a result, many State facilities will be impacted per TIS.

B-1

Caltrans concurs with the following specific mitigation measures as shown in Section 12.2 Physical Transportation Mitigation Measures, which will have the most direct impact on the State facilities with the exception of Intersection No. 24.

### **Intersection No. 7: Rosemead Boulevard/Telstar Avenue**

Proposed to install a second southbound left-turn only lane and modify the westbound approach to provide one left-turn only lane, one combination left-right turn lane, and one right-turn only

B-2

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

Mr. Jason Mikaelian  
December 8, 2014  
Page 2 of 2

lane as well as signal modification.

B-2 (cont.)

**Intersection No. 5: Rosemead Boulevard (SR-164)/Glendon Way-I-10 Westbound Ramps**  
Proposed to implement corridor traffic signal synchronization.

B-3

**Intersection No. 10: Aerojet Avenue/Flair Drive/I-10 Eastbound Ramps (Direct Project Mitigation)**  
Proposed to install a traffic signal and restripe the southbound approach to provide one-left-turn lane and one combination left/through/right-turn lane.

**Intersection No. 24: Baldwin Avenue/Flair Drive-I-10**

Proposed to install a traffic signal at intersection and widen along the west side of Baldwin Ave. to provide an exclusive southbound right-turn only lane onto Flair Dr. Currently, there is a free flow operation at this off-ramp. Additional traffic analysis is needed to validate this improvement. Caltrans is committed to work with the City to resolve congestion at this location.

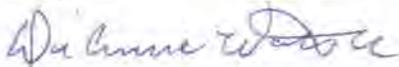
B-4

On Table 14-1, Caltrans Freeway Impact Analysis (Page 149), many freeway segments are going to be impacted as a results of this project. On page 148, we would like to elaborate the last paragraph, for projects which required regional mitigation improvements; the City of El Monte agrees to require the developers to pay a fee contribution to fund a project-specific report/project study report/feasibility report. This commitment is documented in the El Monte General Plan Circulation Element Policy C-1.7. The purpose of such report is to evaluate and explore feasible design modifications to the existing on/off ramps within the limits of the City of El Monte. The project applicant has committed to a fair-share contribution for such study.

B-5

We are looking forward in working with the City to implement the above traffic mitigation. If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 141138AL.

Sincerely,



DIANNA WATSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

*"Caltrans improves mobility across California"*

### ***Response B – California Department of Transportation, District 7***

**B-1** The first two paragraphs of the December 8, 2014 Caltrans letter are introductory in nature and correctly characterize the proposed project description and project traffic generation forecast from the traffic impact study contained in Appendix G of the Draft EIR. The traffic volume increases anticipated due to the related (cumulative) development projects is also correctly noted. Caltrans acknowledges concurrence with the Draft EIR finding that impacts on State facilities are forecast in the Draft EIR traffic study. *This comment does not identify any significant new information or comment on the adequacy of the environmental analysis in the DEIR. No further response is required.*

**B-2** As a point of clarification, the commenter's noting of the proposed mitigation measure for Intersection No. 7 (Rosemead Boulevard/Telstar Avenue) is not the proposed mitigation for the Flair Spectrum Project. Rather, the noted improvement is associated with a City of El Monte-led project. Specifically, page 132 of the traffic impact study (contained in Appendix G of the Draft EIR) states the following:

"As discussed with City of El Monte staff, a City-led improvement project is fully funded and construction has commenced. This improvement consists of the installation of a second southbound left-turn only lane and modification of the westbound approach to provide one left-turn only lane, one combination left-right turn lane and one right-turn only lane, as well as the required traffic signal modification to implement new traffic signal phasing at the intersection. This City improvement project has been assumed to be completed by the Year 2016 and as such is assumed in the Year 2016 baseline (pre-project) analyses."

For clarification, as also stated on page 132 of traffic impact study (contained in Appendix G of the Draft EIR), the following was noted for mitigation related to the proposed project:

"As the intersection is located along the Rosemead Boulevard corridor, project mitigation for this intersection was expected to include the future traffic signal synchronization project under the TSMSS. As such, a five percent (5%) capacity enhancement and overall reduction in delay has been assumed. Since the ITS improvement alone is not expected to fully reduce the project's significant impact to less than significant levels, a portion of the City's long-term General Plan improvement is also proposed as mitigation. While the City of El Monte General Plan traffic study includes the eventual widening along Rosemead Boulevard from a six-lane roadway to an eight-lane roadway in association with the City-planned conversion of Rosemead Boulevard (SR-164), only the northbound Rosemead Boulevard improvement is needed to fully reduce the project's significant traffic impacts (in addition to traffic signal synchronization improvement). Mitigation consists of widening the northbound approach at Telstar Avenue to allow the conversion from three through travel lanes and a right-turn only lane to four through travel lanes and one right-turn only lane. Since this widening improvement is a portion of the City's long-term General Plan improvement measure and any near-term construction is not entirely within the City's control (due to the fact that the intersection is currently operating under shared jurisdiction with Caltrans), a fair-share payment into a special City-designated account will be provided by the project applicant. While these improvements are expected to reduce the project's traffic impacts to less than significant levels, due to the multi-jurisdictional and timing issues it has been conservatively assumed that impacts remain significant and unavoidable."

*This comment does not identify any significant new information or comment on the adequacy of the environmental analysis in the DEIR. No further response is required.*

- B-3** The commenter's noting of the proposed mitigation measures for Intersection No. 5 (Rosemead Boulevard (SR-164)/Glendon Way- I-10 Westbound Ramps and Intersection No. 10 (Aerojet Avenue/Flair Drive/I-10 Eastbound Ramps) are correct and concurrence is noted. *This comment does not identify any significant new information or comment on the adequacy of the environmental analysis in the DEIR. No further response is required.*
- B-4** The commenter's summarization of the proposed mitigation measures for Intersection No. 24 (Baldwin Avenue/Flair Drive-I-10 Eastbound Ramps) is correct. The preparers of the traffic analysis contained in the Draft EIR (LLG Engineers) acknowledge that additional analysis, as well as the subsequent preparation of plans, specifications and estimates, will be required for the required review and approval by Caltrans, however, it is important to note what level of analysis is required at various points in time. The following paragraphs summarize the response to this particular comment.

An appropriate level of analysis of the said improvements has been incorporated within the Draft EIR traffic analysis (i.e., at a time prior to any action being taken on the project). As an example, the future (near-term and long term) conditions analysis was prepared in order to evaluate and report the forecast Levels of Service (LOS) assuming completion of the said improvement. Table 10-2 (Year 2016 With Phase I Project on page 79 of Appendix G of the Draft EIR), Table 10-3 (Year 2019 With Project Buildout on page 82 of Appendix G of the Draft EIR), and Table 10-4 (Year 2035 With Project Buildout) all report the "With Mitigation" LOS at Intersection No. 24. Formal traffic signal warrants for this location were also prepared and were included in Appendix C of the traffic study (which is contained in Appendix G of the Draft EIR). In addition, an analysis of this location was prepared employing Caltrans analysis methodology and the Caltrans intersection analysis worksheets were contained in Appendix E of the traffic impact study (contained in Appendix G of the Draft EIR).

In addition to the above analyses prepared as part of the Draft EIR, an analysis of potential future ramp queuing at this location was also prepared assuming the proposed mitigation measures (i.e., signalization and the addition of a southbound right-turn only lane). More specifically, as shown in Appendix E of the traffic impact study (contained in Appendix G of the Draft EIR), the 95th percentile vehicle queue at the subject Eastbound I-10 Off-ramp assuming the proposed mitigation (in Year 2035 With Project Buildout conditions) was reported at 45.7 vehicles. Applying an average vehicle queue length of 25 feet to this forecast vehicle queue, an expected future queue length of 1,143 feet was calculated. As shown in Table 14-3, page 154 of the Draft EIR traffic impact study, the total storage at the subject off-ramp is 1,500 feet. Therefore, with the said improvements, no vehicle queuing back out on the I-10 mainline freeway was expected.

The preparers of the Draft EIR traffic study also acknowledge that a formal Permit Engineering and Evaluation Report (PEER) and formal encroachment permit will be required for the required review and approval of Caltrans, as well as the preparation of all plans, specifications and estimates. However, as the project has not been approved by the City of El Monte at this time (and thus no entitlement exists), these efforts have not yet been undertaken. These additional analyses will be required and are expected to commence shortly after the completion of the public approval process. Having stated all of the above, it has been determined that no further analysis of the proposed mitigation is necessary at this point in time and that an adequate level of review has been undertaken as part of the Draft EIR in order to support overall feasibility of the mitigation measure, as noted above.

Moreover, page 134 of the Draft EIR traffic impact study noted that since the intersection is under joint jurisdiction with Caltrans (and therefore the construction of the improvement is not entirely within the City's control) and the timing of Caltrans review and approval is not yet determined, it was conservatively concluded that the project's significant traffic impacts at this location would remain significant and unavoidable (until such time as the improvement is completed). Therefore, further analysis at this time is not necessary. *No further response is required.*

- B-5** The comments elaborate on language contained on page 148 of the traffic impact study (contained in Appendix G of the Draft EIR) and note the Applicant's commitment to a fair-share contribution towards a project-specific report/project study report/feasibility report exploring feasible design modifications to the existing on/off ramps within the limits of the City of El Monte. The comments, including the conclusionary comments, will be forwarded to the City's decision makers for their required review prior to any action being taken on the proposed project. *This comment does not identify any significant new information or comment on the adequacy of the environmental analysis in the DEIR. No further response is required.*

### 3 Errata

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This section identifies revisions to the Environmental Impact Report (EIR) to incorporate clarifications developed in response to comments on the EIR or minor errors corrected through subsequent review. It also identifies any insignificant corrections to the EIR. Additions to the text are underlined and deletions have been ~~stricken through~~.

The minor modifications and corrections below are provided to ensure that all information presented is correct. In addition, corrections to mitigation are intended to clarify the extent of mitigation required to ensure feasibility and continued mitigation of identified impacts. The corrections do not result in any new or more severe environmental impacts or required mitigation measures and are within the scope of impact analysis studied in the Draft EIR.

#### *Explanation of Corrections*

On November 18, 2014, a workshop was held with the City Planning Commission at a public hearing to discuss the proposed project. Comments related to mitigation measures presented in the air quality and transportation and traffic sections of the Draft EIR were expressed. Comments related to traffic mitigation have been addressed in the responses to comment letters A and B above. Mitigation Measure 4.2.B-3 as presented in the Draft EIR was considered to be infeasible. Therefore, revisions to Mitigation Measure 4.2.B-3 were made to clarify that best efforts shall be made to reduce criteria pollutant emissions by employing maintenance companies that utilize low-volatile organic compound cleaning products and efficient, low-emitting equipment. Comments related to best management practices for the transport of soils was addressed at the workshop held on November 18, 2014.

Public testimony at the hearing included, among other things, comments regarding traffic and associated mitigation measures.

The Aesthetics section was revised to reflect the maximum building height for the residential towers and signage per the Specific Plan. Revised visual simulations and shade study exhibits were included in the Aesthetics section in order to present accurate simulations of the proposed project.

The Hazards and Hazardous Materials section was revised to reflect accurate comparison of with and without project level of service at Flair Park access points.

Minor revisions were made to the Hydrology and Water Quality section to include discussion of infrastructure improvements required.

The Utilities and Service Systems section was revised to reflect findings of the project Water Supply Assessment (WSA).

Revisions were made to the Alternative section to include discussion of Alternative 4.

Therefore, the corrections and clarifications below are added to the administrative record by way of this Erratum.



## Aesthetics 4.1

land uses and surface streets. The proposed residential towers will be built to a maximum height of ~~320<sup>000</sup>~~ feet. The proposed outlet mall will be built to a maximum height of 80 feet. The proposed hotel will be built to a maximum height of ~~160<sup>400</sup>~~ feet. The proposed pylon signs can be constructed to a maximum height of ~~60<sup>420</sup>~~ feet along Flair Drive and ~~40<sup>400</sup>~~ feet along Rio Hondo Avenue. The proposed digital wall sign can be constructed to a maximum height of 60 feet. To the east and west are five-story office buildings approximately 60 feet in height. Single-story light industrial buildings are located directly south of the project site. One- to two-story office and light industrial buildings are located directly east of the project site. Based on the location of the project site, the project will not directly impact the structure of any scenic vista.

According to the City's General Plan EIR, the San Gabriel Mountains and Montebello Hills serve as scenic vistas from various vantage points in the City. The San Gabriel Mountains are highly visible from the project area, on clear days, and the Montebello Hills are marginally visible, on clear days. To determine the impact of the proposed project on views of the San Gabriel Mountains, visual simulations were prepared from various vantage points to determine the extent that the project may block views of the mountains (see Appendix B, Visual Simulations and Shade Study). For purposes of this analysis, a significant impact on views of scenic vistas will occur if 50 percent or more of a scenic view is blocked by the proposed project. It should be noted that this analysis is meant to provide a general analysis of potential changes to viewsheds from various photograph locations and it is recognized that as the viewer moves incrementally around the project site views will shift and the project's ultimate changes to those views will shift accordingly. This analysis is not meant to exhaust every potential change to viewsheds from the project vicinity, but to characterize the degree of those changes in a general sense to the extent that decision makers and the public can make informed decisions.

The photograph used in Visual Simulation A was taken from the east side of Fletcher Avenue, east of the project site, looking west through the project site. The visual simulation shows that the two residential towers and hotel will take up a substantial portion of the viewshed; however, there are no scenic vistas visible from this vantage point and thus no scenic views will be blocked from this view.

The photograph used in Visual Simulation B was taken from the south side of Telstar Avenue, south of the project site, looking northwest through the project site. This visual simulation shows that the two residential towers will take up a substantial portion of the viewshed; however, there are no scenic vistas visible from this vantage point and thus no scenic views will be blocked from this view.

The photograph used in Visual Simulation C was taken from the north side of Flair Drive, north of the project site, looking southeast through the project site. The Puente Hills are marginally visible from this vantage point and construction of the proposed project will block views from this area; however, there are no land uses from this or similar vantage points by which to view the Puente Hills from. Although the Puente Hills are partially visible from Interstate 10, through existing landscaping and urban development, this portion of Interstate 10 is not considered a scenic highway. Impacts to views of the Puente Hills from this vantage point will be less than significant.

The photograph used in Visual Simulation D was taken from the Rio Hondo Bike Path on the south side of the Rio Hondo and the project site, looking north through the project site. This is an important vantage point in the area because panoramic views of the San Gabriel Mountains from both the bike path and nearby residences are visible. Based on the land and urban forms present in the photograph, approximately four percent of the viewshed is comprised of the San Gabriel Mountains. The remainder of the viewshed is comprised of sky, landscaping, the Rio Hondo, industrial and commercial development, and the bike path. With introduction of the proposed project into the viewshed, the residential towers and a portion of the proposed pylon sign (non-electronic) on Rio Hondo Avenue become visible. Due to the location of existing landscaping and industrial buildings, little discernible portion of the views of the San Gabriel Mountains will be blocked by the proposed project. Based on analysis of this visual simulation, views of the San Gabriel Mountains from south of the project site will not be substantially blocked by the project.

The photograph used in Visual Simulation E was taken driving westbound on Interstate 10 at the Temple City Boulevard exit, northeast of the project site. There are no scenic vistas visible from this vantage point and the visual simulation

*Environmental Impact Report*

shows that the proposed project is consistent in size and scale with the existing multiple-story buildings along Interstate 10.

Based on analysis of the visual simulation, impacts to scenic vistas will be less than significant.

**Impact 4.1.B: The proposed project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Construction of the project will not envelop any surrounding land use in permanent shadow. Impacts will be less than significant.**

Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. It can also impact surrounding land uses by excessively illuminating portions of those properties and causing distraction. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

**LIGHTING**

The Specific Plan that guides development and operation of the proposed project identifies a variety of light sources that will be installed in the outlet mall, hotel, residential, parking, and landscaping components of the project. The proposed residential towers will be built to a maximum height of ~~320~~<sup>330</sup> feet. The proposed outlet mall will be built to a maximum height of 80 feet. The proposed hotel will be built to a maximum height of 160 feet. The proposed message display signs can be constructed to a maximum height of ~~60~~<sup>40</sup> feet along Flair Drive and ~~40~~<sup>40</sup> feet along Rio Hondo Avenue. The proposed digital wall sign can be constructed to a maximum height of 60 feet. To the east and west are five-story office buildings approximately 60 feet in height. Minimum lighting levels for security purposes are established for parking structures, surface parking, sidewalks, and public gathering spaces. Minimum light intensity is established at five foot-candles (ft-c) on the parking structure surfaces and one ft-c on other surfaces. The foot-candle is a unit of conveying light intensity that describes the illuminance cast on a surface by a one-candela (cd) source at one foot away. A candela is the standard base unit for characterizing luminance intensity. Considering one cd is approximate to one lumen (another unit that is a measure of the visible light emitted from a source), one ft-c is also approximate to one lumen per square foot of surface area. Table 4.1-1 (Light Ratings) summarizes qualitative descriptions of ft-c intensities based on the time of day.

**Table 4.1-1  
Light Ratings**

Condition		Illuminance (ft-c)
Day	Daylight	1,000
	Overcast Day	100
	Very Overcast Day	10
	Twilight	1
Night	Deep Twilight	0.1
	Full Moon	0.01
	Quarter Moon	0.001
	No Moon	0.001

The project is anticipated to include contemporary post-top lighting for pedestrian areas. These poles and fixtures range from 13 feet (4 meters) to 16 feet (5 meters) and are constructed of high-pressure die-cast aluminum with top shielding and a light emitting diode (LED) array distribution. Accent bollards are also proposed at public entry areas. An example would include 13-foot (4-meter) to 16-foot (5-meter), top-mounted illuminated posts, constructed with symmetrical optical distribution of galvanized steel. Typical parking lot, parking structure, and security lighting will also be installed to provide safety for residents, guests, and consumers.

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*Environmental Impact Report*


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Pylon and digital wall lighting is also of concern. Pylon signs will be located on the north and west boundaries of the project site. Pursuant to the proposed Specific Plan, electronic pylon signs as proposed on the north side of the project can be constructed up to 60 feet tall with 680 square feet of sign area face on each side. ~~These signs can also be mounted on a support structure and reach up to 120 feet in height.~~ The proposed digital wall will wrap around the majority of the east, north, and west portions of the building, up to 600 linear feet in width and 60 feet in height. Illumination from pylon signs and digital wall sign is limited to 0.3 ft-c pursuant to the *Illumination and Brightness* standards identified in the Specific Plan. Furthermore, images on the electronic display signs are not permitted to move, flash, rotate, fade or otherwise move and can only be changed every four seconds with one second interval lapse. Electronic display signs are also required to include automated light control that adjusts to ambient lighting and thus will remain at a static 0.3 ft-c at any time of day. The 0.3 ft-c requirement is measured at a distance equal to the square root of 100 hundred times the area of the sign. This illumination and distance is based on the guidelines of the Outdoor Advertising Association of America (OAAA) that draw from recommendations in the OAAA-commissioned report *Digital Billboard Recommendations and Comparisons to Conventional Billboards*.<sup>2</sup> This report developed a method for specification of brightness limits for LED signs based on accepted practice by the Illuminating Engineering Society of North America (IESNA). The report established criteria for brightness limits based on billboard-to-viewer measurements for standardized billboard categories. For example, the proposed electronic message boards on Flair Drive will be permitted up to a maximum area of 680 square feet pursuant to the proposed Specific Plan. Based on the proposed mitigation, the electronic pylon signs would illuminate 0.3 ft-c at 261 feet.

Although these illumination levels may be sufficient in conserving energy, increasing the life expectancy of the display, avoiding impacts to motorists on Interstate 10, and being effective in advertising to drivers and other passing individuals, this level of illumination at surrounding uses would exceed the standard at-property-line one ft-c limit. Therefore, proposed Specific Plan standards are not sufficient in ensuring that pylon signs do not impact surrounding land uses.

To ensure that impacts from pylon signs do not impact surrounding land uses, Mitigation Measure 4.1.B-2 will be incorporated. This mitigation measure limits light levels from a pylon sign at property lines adjacent to surrounding land uses to one ft-c between the hours of dusk and 6:00 PM. This will limit pylon sign illumination at surrounding land uses during working hours so as to not disturb workers in surrounding offices and/or light industrial buildings. Lighting impacts from pylon signs will be less than significant with mitigation incorporated.

#### **GLARE**

The proposed project will be constructed of a variety of materials to provide textural and visual interest to the components of the project. Although specific materials have not been selected at this point in the entitlement process, the Specific Plan includes design guidelines that identify materials choices. Exterior materials are required to be high-quality and durable such as stone, tile, terra cotta, brick, metal, glass, and architectural concrete. Because metal is permitted and can be a reflective material, significant impacts could occur at nearby properties or drivers in the project vicinity. The Municipal Code "discourages" use of highly reflective materials; however it does not entirely prohibit their use and thus regulatory requirements are not sufficient in avoiding potential impacts related to the use of reflective materials. Mitigation Measure 4.1.B-3 has been incorporated prohibiting the use of reflective materials. Impacts will be less than significant with mitigation incorporated.

#### **SHADOW**

A shade analysis was prepared to simulate the shadows that will be cast by the proposed development throughout the year (see Exhibit 4.1-3). The dates selected for the shade analysis are based on the azimuth angle of the sun at the solar equinoxes and solstices. In Southern California, the sun's sunrise azimuth ranges between 62-118 degrees and the sunset azimuth angle ranges from 298-242 degrees. For reference north has an azimuth value of 0 degrees, east is 90 degrees, south is 180 degrees, and west is 270 degrees. The selected dates represent the most extreme northern and southern azimuth angles (solar solstices) and the spring and summer neutral angles (solar equinoxes). This analysis is conducted to determine if light access to any surrounding properties will be substantially interrupted as a result of development of the proposed project. A significant impact will occur if the project results in permanent shading of any adjacent properties.

**Exhibit 4.1-2b Visual Simulation**



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**Exhibit 4.1-2.b Visual Simulation**

Flair Spectrum  
El Monte, California



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**Exhibit 4.1-2.b Visual Simulation**

Flair Spectrum  
El Monte, California

**Exhibit 4.1-2d Visual Simulation**



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**Exhibit 4.1-2.d Visual Simulation**

Flair Spectrum  
El Monte, California



Proposed Development

**Exhibit 4.1-2.d Visual Simulation**

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**Exhibit 4.1-2f Visual Simulation**



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**Exhibit 4.1-2.f Visual Simulation**

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El Monte, California



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**Exhibit 4.1-2.f Visual Simulation**

Flair Spectrum  
El Monte, California

**Exhibit 4.1-2h Visual Simulation**



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**Exhibit 4.1-2.h Visual Simulation**

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**Exhibit 4.1-2.h Visual Simulation**

Flair Spectrum  
El Monte, California

**Exhibit 4.1-2j Visual Simulation**



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**Exhibit 4.1-2.j Visual Simulation**

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**Exhibit 4.1-2.j Visual Simulation**

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**Exhibit 4.1-3a Shade Study**



Date: 3/21  
Time: 9:00 AM (UTC: -07:00)

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**Exhibit 4.1-3.a Shade Study**

Flair Spectrum  
El Monte, California



Date: 3/21  
Time: 9:00 AM (UTC: -07:00)

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### Exhibit 4.1-3.a Shade Study

Flair Spectrum  
El Monte, California

**Exhibit 4.1-3b Shade Study**



Date: 3/21  
Time: 5:30 PM (UTC: -07:00)

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**Exhibit 4.1-3.b Shade Study**

Flair Spectrum  
El Monte, California



Date: 3/21  
Time: 5:30 PM (UTC: -07:00)

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### Exhibit 4.1-3.b Shade Study

Flair Spectrum  
El Monte, California

**Exhibit 4.1-3c Shade Study**



Date: 6/21  
Time: 8:00 AM (UTC: -07:00)

<http://www.mlg.com> • 951-787-9222

**M I G** Hogle-Ireland

**Exhibit 4.1-3.c Shade Study**

Flair Spectrum  
El Monte, California



Date: 6/21  
Time: 8:00 AM (UTC: -07:00)

<http://www.mig.com> • 951-787-9222



### Exhibit 4.1-3.c Shade Study

Flair Spectrum  
El Monte, California

**Exhibit 4.1-3d Shade Study**



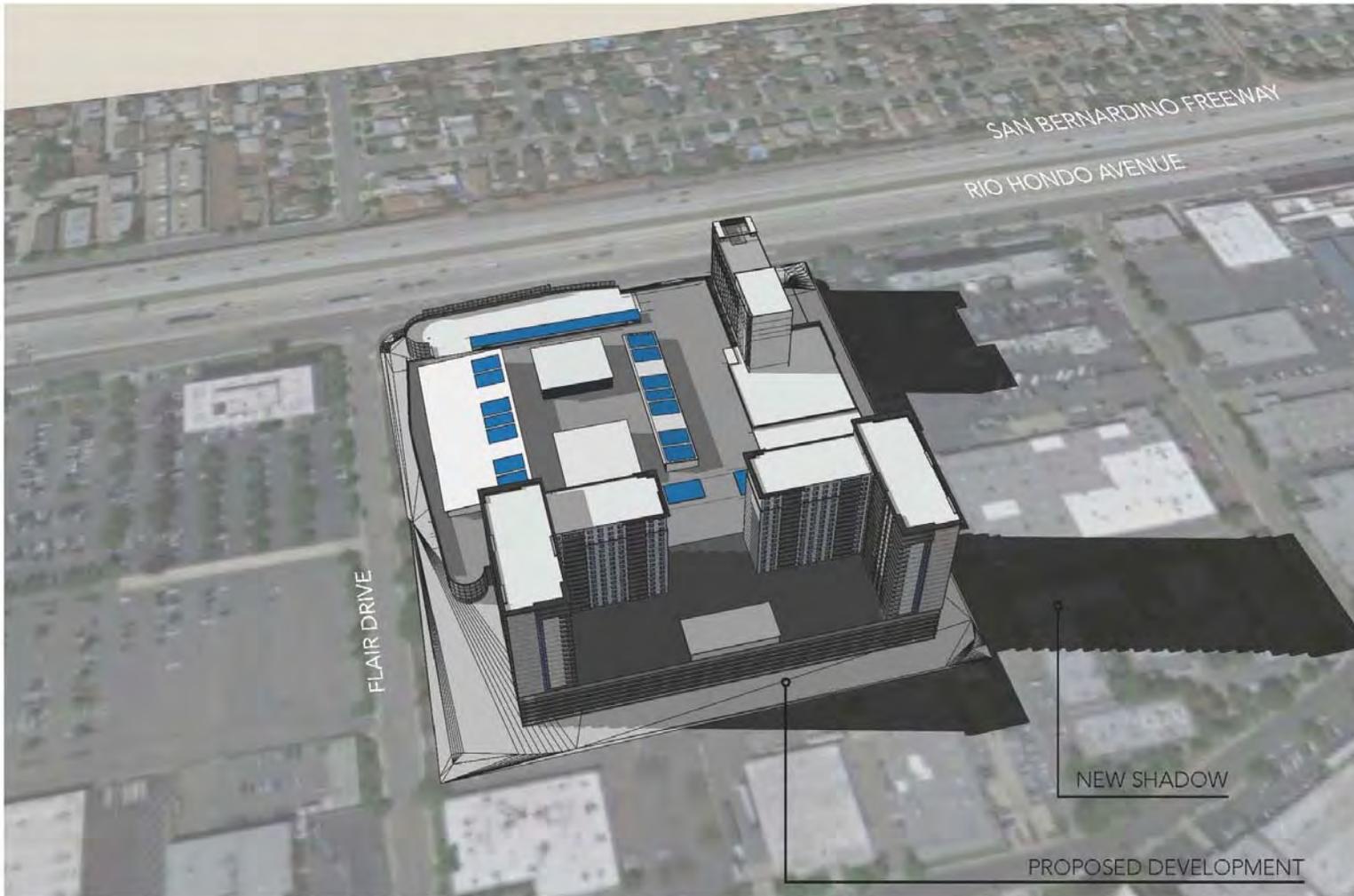
Date: 6/21  
Time: 6:00 PM (UTC: -07:00)

<http://www.mig.com> • 951-787-9222



**Exhibit 4.1-3.d Shade Study**

Flair Spectrum  
El Monte, California



Date: 6/21  
Time: 6:00 PM (UTC: -07:00)

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### Exhibit 4.1-3.d Shade Study

Flair Spectrum  
El Monte, California

**Exhibit 4.1-3.e Shade Study**



Date: 9/21  
Time: 8:30 AM (UTC: -08:00)

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**Exhibit 4.1-3.e Shade Study**

Flair Spectrum  
El Monte, California



Date: 9/21  
Time: 8:30 AM (UTC: -08:00)

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### Exhibit 4.1-3.e Shade Study

Flair Spectrum  
El Monte, California

**Exhibit 4.1-3f Shade Study**



Date: 9/21  
Time: 6:00 PM (UTC: -08:00)

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**M I G** Hogle-Ireland

**Exhibit 4.1-3.f Shade Study**

Flair Spectrum  
El Monte, California



Date: 9/21  
Time: 6:00 PM (UTC: -08:00)

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### Exhibit 4.1-3.f Shade Study

Flair Spectrum  
El Monte, California

**Exhibit 4.1-3g Shade Study**



Date: 12/11  
Time: 8:30 AM (UTC: -08:00)

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**Exhibit 4.1-3.g Shade Study**

Flair Spectrum  
El Monte, California



Date: 12/11  
Time: 830 AM (UTC: -08:00)

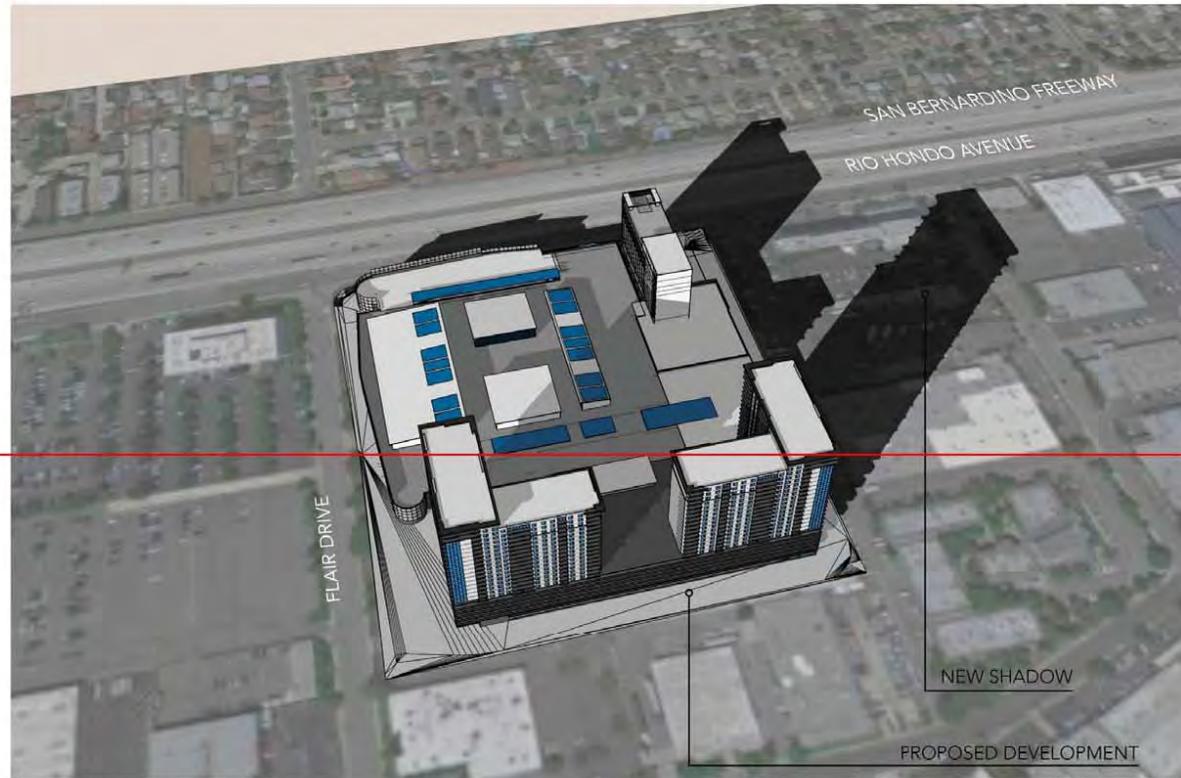
<http://www.mig.com> • 951-787-9222



### Exhibit 4.1-3.g Shade Study

Flair Spectrum  
El Monte, California

**Exhibit 4.1-3h Shade Study**



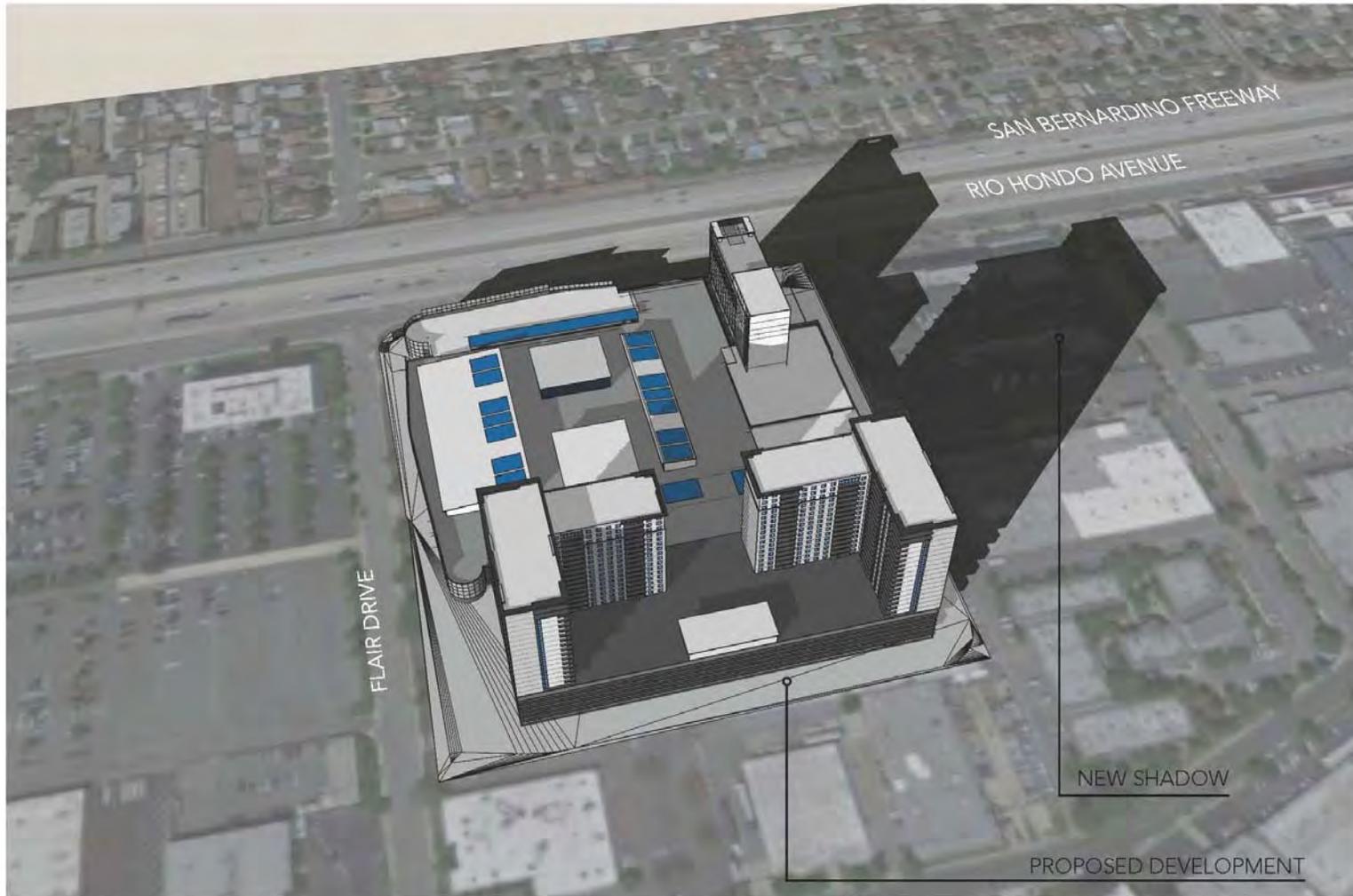
Date: 12/11  
Time: 5:00 PM (UTC: -08:00)

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**M I G** Hogle-Ireland

**Exhibit 4.1-3.h Shade Study**

Flair Spectrum  
El Monte, California



Date: 12/11  
Time: 5:00 PM (UTC: -08:00)

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### Exhibit 4.1-3.h Shade Study

Flair Spectrum  
El Monte, California

Table 4.2-2  
South Coast Air Basin Attainment Status

Pollutant	Federal	State
O <sub>3</sub> (1-hr)	--	Nonattainment
O <sub>3</sub> (8-hr)	Nonattainment	Nonattainment
PM <sub>10</sub>	Nonattainment	Nonattainment
PM <sub>2.5</sub>	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO <sub>2</sub>	Attainment	Nonattainment
SO <sub>2</sub>	Attainment	Attainment
Pb	Nonattainment	Nonattainment
VRP	--	Unclassified
SO <sub>x</sub>	--	Attainment
H <sub>2</sub> S	--	Unclassified

Source: ARB 2014

#### LOCAL AIR QUALITY

The City of El Monte is located within the SCAB, which is under the jurisdiction of the SCAQMD. El Monte is located in the South San Gabriel Valley monitoring area known as Source Receptor Area (SRA 11). The air quality in SRA 11 is monitored at Station 85. Air monitoring results for SRA 11 over the last three years of available data are summarized in Table 4.2-3 (2010-2012 Local Air Quality).<sup>5,6,7</sup> Note that SO<sub>2</sub> and PM<sub>10</sub> are not measured at this station. In addition, data for maximum 1-hour concentrations for CO and maximum 24-hour concentrations for SO<sub>2</sub> were not measured in 2011 and 2012, annual arithmetic mean was not measured for PM<sub>2.5</sub> in 2010, and maximum quarterly average for Pb was not measured in 2012. Table 4.2-4 (2010-2012 Air Quality Standards Exceedance (Number of Days)) summarizes the number of days for each monitoring year that air quality standards were exceeded. Based on the 2010-2012 air quality monitoring data, the South San Gabriel Valley area experiences little ozone pollution and no particulate matter pollution with at most one day per year exceeding ozone standards.

Table 4.2-3  
2010-2012 Local Air Quality

Year	CO (PPM)		O <sub>3</sub> (PPM)		NO <sub>2</sub> (ppb)		SO <sub>2</sub> (ppb)		
	Max 1-hr	Max 8-hr	Max 1-hr	Max 8-hr	Max 1-hr	AAM	Max 1-hr	Max 24-hr	
2012	--	2.2	0.106	0.075	80.8	20.4	--	--	
2011	--	2.4	0.096	0.074	90.6	23.7	--	--	
2010	2	1.9	0.112	0.086	79.0	22.9	--	--	
Year	PM <sub>10</sub> (µg/m <sup>3</sup> )		PM <sub>2.5</sub> (µg/m <sup>3</sup> )		TSP (µg/m <sup>3</sup> )		Pb (µg/m <sup>3</sup> )		SO <sub>4</sub> (µg/m <sup>3</sup> )
	Max 24-hr	AAM	Max 24-hr	AAM	Max 24-hr	AAM	Max Month	Max Qtr	Max 24-hr
2012	--	--	45.3	11.85	91	52.1	0.009	--	--
2011	--	--	41.2	12.5	140	64.4	0.011	0.010	--
2010	--	--	34.9	--	265	86.1	0.02	0.01	8.5

Source: SCAQMD 2010-2012

-- pollutant not monitored  
ppm, parts per million  
ppb, parts per billion  
µg/m<sup>3</sup>, micrograms per cubic meter  
AAM, annual arithmetic mean

## Air Quality 4.2

trips, and disturbance of on-site soils in the form of fugitive dust. To determine if construction of the proposed project could result in a significant air quality impact, the California Emissions Estimator Model (CalEEMod) has been utilized.

The construction program was developed based on input from the project contractor in conjunction with CalEEMod construction survey defaults. Surface ground disturbance, based on the project site plan, was input at 1.87 acres for on-site paving, 0.50 acres for improvements to Flair Drive, 0.69 acres for improvements to Rio Hondo Avenue, 0.62 acres for the footprint of the hotel, and 7.20 acres for the footprint of the shopping center ~~(what about residential footprint?)~~. The proposed hotel subsurface parking structure will be constructed first, followed by the hotel building. Grading for the retail subsurface parking structure will proceed concurrently with construction of the hotel. Similarly, grading for the residential subsurface and surface parking structure will occur concurrently with construction of the outlet mall and restaurants. All on-site paving is assumed to be completed after completion of the hotel, concurrently with construction of both the outlet mall and residential parking structure.

Construction phase lengths were estimated using CalEEMod construction survey data. CalEEMod survey data is based on project site size and provides estimates for equipment needs based on lot acreage. ~~project site size and provides estimates for equipment needs based on lot acreage~~. Because of the vertical nature of the proposed project, construction phase lengths were extended based on a presumed horizontal lot size for each component of the project. For example, construction of the outlet mall and restaurants is estimated to take 300 working days based on survey data for a project size of 15 acres because the total area to be constructed for these uses is 690,000 square feet. Construction equipment estimates were developed the same way for construction of most project components; however, construction of the parking structures includes use of cement mixers and concrete pumps considering they will likely be constructed using the cast-in-place reinforced concrete construction method. Excavators were added to grading activities to account for the need to dig for subsurface parking. The construction phase length for the parking structures was estimated based on the use of concrete pump trucks that can pump 235 cubic yards per hour over a six hour daily period where 0.17 cubic yards equates to completion of one square foot of parking structure, based on case study information.<sup>14</sup>

According to the project civil engineer, approximately 245,310 cubic yards (CY) of on-site soil will need to be cut and 58,122 CY of fill will be required, leaving 187,188 CY of soil to export from the site. The project contractor estimates an average of 1,750 CY of soil can be moved a day using 15 CY capacity bottom dump trucks. It is estimated that 61,054 CY will be exported from grading for the hotel subsurface parking structure, 79,016 CY will be exported from the outlet mall subsurface parking area (after consideration on-site fill requirements), and 47,118 CY will be exported from the residential parking structure area. Based on the hauling capabilities provided by the project contractor, approximately 125 hauling trips per day will be required to export soils during each grading phase.

The project contractor indicated that there would be an approximate maximum of 100 workers per day during construction of the hotel, 85 workers during construction of the outlet mall, and 150 workers during construction of the residential towers. The project contractor also indicated that approximately eight daily vendor trips would occur during building construction. These estimates are included as inputs into CalEEMod. Default CalEEMod worker trips were used for all other phases.

Interior and exterior surfaces to be painted or otherwise coated in the hotel, outlet mall, and residential buildings were calculated using the methodology provided in the SCAQMD CEQA Air Quality Handbook. Based on the total floor area of the hotel, 284,730 square feet (SF) of interior surfaces will be coated and 94,910 SF of exterior surfaces will be coated. The outlet mall is estimated to have 1,035,000 SF of interior surfaces coated and 345,000 SF of exterior surfaces will be coated. The residential towers are estimated to have 1,852,713 SF of interior surfaces coated and 617,571 SF of exterior surfaces coated.

Based on the results of the model, maximum daily emissions from the construction of Phase 1 will result in excessive emissions of volatile organic chemicals (VOCs) (identified as reactive organic gases or ROGs) associated with interior and exterior coating activities and NO<sub>x</sub> from equipment usage. Using the default assumptions of 250 grams per liter (g/l) VOC content for non-residential interior and exterior coatings, daily VOC emissions will reach 805 lbs/day in 2016 for Phase 1 that exceeds the SCAQMD district threshold of 75 lbs/day. Using the default assumptions of 50 g/l VOC content

Table 4.2-11  
Localized Significance Threshold Analysis

	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Phase 1 Maximum	6	63	9	5
Threshold	83	673	5	4
Potentially Significant?	No	No	Yes	Yes
Phase 2 Maximum	27	20	2	2
Threshold	83	673	5	4
Potentially Significant?	No	No	No	No

Note: PM<sub>10</sub> and PM<sub>2.5</sub> concentrations are expressed in µ/m<sup>3</sup>. NO<sub>x</sub> and CO emissions are expressed in ppm.

Localized emissions include incorporation of Mitigation Measures 4.5.B-2 to reduce emissions from use of on-site equipment. Furthermore, incorporation of SCAQMD Rule 403 will reduce fugitive dust emissions by a conservative 50 percent. The only other reasonable mitigation to consider is extending the clearing and grubbing phase of construction by reducing the maximum amount of site disturbance per day. Because of the strict schedule required to construct the proposed hotel within the timeframe commitments of the Project Proponent, this is not feasible; therefore, localized impacts related to particulate matter emissions cannot be reduced below the SCAQMD localized significance thresholds. Impacts remain significant and unavoidable. Please see Impacts 4.2.B for a discussion of the health impacts associated with particulate matter emissions.

### Mitigation Measures

- 4.2.B-1 Prior to issuance of building permits, construction drawings shall indicate the types of architectural coatings proposed to be used in interior and exterior applications on the proposed buildings and verification that daily application will conform to the performance standard that emissions of volatile organic compounds from application of interior or exterior coatings will not exceed the daily emissions thresholds established by the South Coast Air Quality Management District. The performance standard may be met through use of low-volatile organic compound coatings, scheduling, or other means that may be identified on the construction drawings. Construction drawing shall specify use of High-Volume, Low Pressure (HVLP) spray guns for application of coatings. This mitigation measure shall be incorporated to the satisfaction of and with oversight by the Building Division.
- 4.2.B-2 Prior to issuance of grading and subsequent permits, construction drawings shall indicate the types of equipment to be utilized for each phase of project construction and verification that daily construction activities will conform to the performance standard that emissions of oxides of nitrogen will not exceed the daily emissions thresholds established by the South Coast Air Quality Management District. The performance standard may be met through use of equipment with higher efficiency engines, scheduling, or other means that may be identified on the construction drawings. This mitigation measure shall be incorporated to the satisfaction of and with oversight by the Building Division.
- 4.2.B-3 ~~Custodial employees of the p~~Proposed hotel, outlet mall, restaurants, and condominiums management shall employ custodial companies that utilize low-volatile organic compound cleaning products. Best efforts shall be made to employ landscape firms-employees and/or contractors that utilize the most efficient and low-emitting equipment as technology is available shall be prohibited from using gasoline-powered equipment. This mitigation measure shall be implemented through standard practice by the management of the use and/or business subject to periodic inspection and enforcement by Code Enforcement.
- 4.2.B-4 Low-volatile organic compounds paints and other architectural coatings shall be used in periodic reapplication of these coatings to interior and exterior building surfaces. This mitigation measure shall be implemented through standard practice by the management of the use and/or business subject to periodic inspection and enforcement by the Building Division and/or Code Enforcement.

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public sidewalks and a parkway. Impacts related to emergency access and emergency evacuation will be less than significant with adherence to state fire and building codes.

#### **FLAIR PARK ACCESS**

There are existing difficulties in reaching the project site and the Flair Park area as a whole and thus, potential difficulties in evacuating persons from the area. Failure to adequately evacuate employees, occupants, and patrons of the proposed area will result in direct impacts to their health and safety. Access to Flair Park is provided by Flair Drive and Baldwin Avenue. Flair Drive is a two-lane, undivided roadway with freeway access granted via two-lane on- and off-ramps at Aerojet Avenue. Baldwin Avenue is a two-lane, undivided roadway with two-lane on- and off-ramp freeway access. Access to and from Flair Park is also provided via Telstar Avenue at Rosemead Boulevard. Telstar Avenue is a two-lane, undivided roadway and Rosemead Boulevard is a four-lane divided roadway north of I-10 and south of Garvey Avenue and a six-lane divided roadway between I-10 and Garvey Avenue. Considering the addition of residents and employees to an area with limited access, there is the potential to result in inadequate capacity for mass evacuation of the area should a manmade or natural disaster occur.

Aerojet Avenue at Flair Drive/I-10 Eastbound ramps ~~currently are projected to~~ operate at a level of service (LOS) E during the weekday AM peak hour, LOS ~~CB~~ during the weekday PM peak hour, and LOS A during the Saturday mid-day peak hour ~~under cumulative 2016, 2019, and 2035 without project conditions~~. With ~~Phase I of~~ the proposed project and incorporation of buildout mitigation, this intersection will operate at LOS ~~AD~~ during the AM peak hour, LOS C during the PM peak hour, and LOS A during the Saturday peak hour ~~under future year cumulative 2016, 2019, and 2035 with project conditions~~. ~~With buildout mitigation, this intersection will operate at LOS E during the AM peak hour, LOS D during the PM peak hour, and LOS A during the Saturday peak hour during future year 2019 and 2035 conditions~~. As discussed in Section 4.12 (Transportation and Traffic), mitigation for Aerojet Avenue at Flair Drive/I-10 Eastbound Ramps consists of the funding of a traffic signal installation. With the installation of the traffic signal at this intersection, LOS impacts ~~remain significant~~ will improve during the AM ~~and PM~~ peak hour under future 2016, ~~2019, and 2035~~ conditions ~~while conditions during the PM peak hour and the Saturday mid-day peak hour remain the same and during the PM peak hour under future year 2019 and 2035 conditions~~. Widening of Flair Drive and Aerojet Avenue to improve LOS would not be physically feasible as road widening would involve dedication of land that is not under the control of the project proponent.

Baldwin Avenue at Flair Drive/I-10 Eastbound ramps ~~are projected to~~ currently operate at a level of service (LOS) F during weekday morning and afternoon peak hours and the Saturday mid-day peak hour. With the proposed project and incorporation of buildout mitigation, this intersection will operate at LOS D during the AM peak hour, LOS F during the PM peak hour, and LOS E during the Saturday peak hour ~~under future year cumulative 2016, 2019, and 2035 with project conditions~~. Mitigation for Baldwin Avenue at Flair Drive/I-10 Eastbound ramps consists of a fair-share contribution towards a traffic signal at the intersection, and the widening of the west side of Baldwin Avenue to provide a southbound right-turn lane. The improvement of this intersection is not the sole responsibility of the project proponent, and will require the approval of Caltrans and the City of El Monte. With buildout of the intersection improvements, LOS will improve during the weekday AM peak hour and remain significant during the weekday PM peak hour and Saturday peak hour under future year conditions.

Rosemead Boulevard at Telstar Avenue ~~currently is projected to~~ operate at a level of service (LOS) ~~BG~~ during the AM peak hour, LOS D during the weekday PM peak hour, and LOS B during the Saturday mid-day peak hour ~~under cumulative 2016 and 2019 without project conditions~~. ~~Under cumulative 2035 without project conditions, this intersection is projected to operate at LOS C during the AM peak hour, LOS D during the PM peak hour, and LOS B during the Saturday mid-day peak hour~~. With ~~Phase I of~~ the proposed project and incorporation of buildout mitigation, this intersection will operate at LOS C during the weekday AM peak hour, LOS E during the weekday PM peak hour, and LOS D during the Saturday mid-day peak hour ~~under cumulative future year 2016 and 2019 with project conditions~~. ~~With buildout mitigation, this intersection will operate at LOS C during the AM peak hour, LOS E during the PM peak hour, and LOS D during the Saturday peak hour under future year 2019 conditions and will operate at LOS C during the AM peak hour, LOS D during the PM peak hour, and LOS C during the Saturday mid-day peak hour under future year cumulative 2035 conditions with project conditions~~.

The improvement of Rosemead Boulevard at Telstar Avenue consisting of the installation of a second southbound left-turn lane and modification of the westbound approach to provide one left-turn lane, one combination left-right turn lane, and one right-turn only lane, as well as a traffic signal modification is fully funded and is currently under way. Completion of this project is anticipated by year 2016. In addition to this current improvement project, two additional improvements will require fair-share contribution by the project proponent. As this intersection is along the Rosemead Boulevard corridor, a future traffic signal synchronization project is required. In addition, the eventual widening along Rosemead Boulevard from a six-lane roadway to an eight-lane roadway is a long-term improvement noted in the City of El Monte General Plan. In association with the City-planned widening of Rosemead Boulevard, the northbound Rosemead Boulevard approach at Telstar Avenue would be converted from two-left turn lanes and three through lanes to two left-turn lanes and four through lanes. The westbound Telstar Avenue approach to Rosemead Boulevard would remain the same. ~~Completion of intersection improvements will improve LOS at Rosemead Boulevard at Telstar Avenue under future year 2035 conditions. However,~~ The intersection will operate deficiently during the weekday PM peak hour during under future year 2016 and 2019 conditions; however, completion of intersection improvements will improve LOS at Rosemead Boulevard at Telstar Avenue in the long term, under future year 2035 conditions.

Note that this analysis is based on intersection performance during weekday and Saturday peak hours. In the event that emergency access or evacuation will need to occur during off-peak hours such as mid-day on weekdays or evening hours on the weekend, impacts will be significantly reduced. However, if emergency access is needed or evacuation occurs during peak hours, impacts will be significant. The project traffic study has analyzed reasonable improvements to study area intersections to reduce the levels of significance. With the incorporation of reasonable mitigation, impacts related to Flair Park access and evacuation routes will be less than significant because existing deficiencies will remain as identified under baseline conditions and the project will result in improvements to intersections entering and leaving the area, resulting in an overall long term improvement.

### Mitigation Measures

**4.6.A-1** Prior to the commencement of ground disturbing activities, the Applicant shall have prepared a soil vapor survey and health risk assessment by a suitably qualified professional to identify health risks to construction workers during demolition, grading, and construction activities due to the possible presence of contaminated soils beneath the project site. The results of the soil vapor survey and health risk assessment shall be provided to the Economic Development Director. In the event that the soil vapor survey and health risk assessment identify hazards that exceed applicable exposure levels, then the Applicant shall have a Health and Safety Program (HASP) prepared pursuant to the 29 Code of Federal Regulations 1910.120 and 8 California Code of Regulations (CCR) 5912 that identifies all potential or verified health risks and the necessary control measures that ensure that construction workers will not be exposed to actionable levels of hazardous materials during any phase of the project's construction process. The HASP shall be provided to the City's Building Official.

### Level of Significance with Mitigation Incorporation

Impact 4.6.A through Impact 4.6.D will be less than significant with incorporation of Mitigation Measure 4.6.A-1.

### References

- <sup>1</sup> Odic Environmental. *Phase II Environmental Site Assessment*. October 19, 2011
- <sup>2</sup> Ninyo & Moore. *Limited Phase II Environmental Site Assessment Sargent Fletcher, Inc: 9400 Flair Drive, El Monte, California*. August 23, 2011
- <sup>3</sup> Environmental Protection Agency. Envirofacts. <http://www.epa.gov/enviro/index.html> [June 2014]
- <sup>4</sup> Environmental Protection Agency. Envirofacts. <http://www.epa.gov/enviro/index.html> [June 2014]
- <sup>5</sup> State Water Resources Control Board. GeoTracker. <https://geotracker.waterboards.ca.gov/> [June 2014]

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limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.

*Warm Water Habitat* – uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.

*Cold Water Habitat* – Uses of water that support cold water ecosystems including but not limited to preservation, or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.

*Wildlife Habitat* – uses of water that support terrestrial ecosystems including but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.

*Wetland Habitat* – use of water that support wetland eco-systems, including, but not limited to, preservation or enhancement of wetland habitats, vegetation, fish, shellfish, or wildlife, and other unique wetland functions which control, stream bank stabilization, and filtration and purification of naturally occurring contaminants.

*Spawning, Reproduction and/or Early Development* – Uses of water that support high quality aquatic habitats suitable for reproduction and early development of fish.

*Rare, Threatened, or Endangered Species* – uses of water that support habitats necessary, at least, in part, for the survival and successful maintenance of plant or animal species established under state or federal law as rare, threatened, or endangered.

#### EXISTING DRAINAGE

The project site is currently vacant. The elevation of the project site approximately ranges from 258 feet at the north end of the property to 252 feet at the south end of the property. The ground surface at the property is relatively flat with a shallow gradient of 0.008 feet horizontal per vertical foot towards the south-southwest. Drainage from the project site is currently directed into concrete drainage swales, which channel runoff from the site towards the south and west. Upon leaving the site, runoff flows to the south in the eastern gutter of Rio Hondo Avenue, and travels either west or east where it enters the storm drain system via catch basins located on Telstar Avenue. There is an existing 96-inch by 48-inch reinforced concrete storm drain under Rio Hondo Avenue that the proposed project will connect. This storm drain ~~can~~ **is estimated to** convey full capacity flows of 490 cubic feet per second (CFS).<sup>2</sup> The public storm drain system eventually discharges into the Rio Hondo Channel, to Los Angeles River, and ultimately into the Pacific Ocean.

#### Regulatory Framework

The following section provides information regarding important regulatory programs currently in effect. This section does not purport to list all regulations relevant to hydrology and water quality issues; however, it does outline major programs applicable to the proposed project.

#### FEDERAL AND STATE REGULATIONS

##### FEDERAL AND STATE REGULATIONS

##### CLEAN WATER ACT

The Clean Water Act (CWA) is the cornerstone of surface water quality protection in the United States. The CWA does not deal directly with ground water or with water quantity issues. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges (known as "point sources") into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff, the principal nonpoint source. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water." Evolution of CWA programs over the last decade has included a shift from a program-by-program,

Policy PHS-2.7 Emerald Necklace Accord. Participate in the Emerald Necklace Accord for the purposes of recreation, environmental education, development and enhancement of trails, native habitat conservation and restoration, water protection, and protection of water resources.

#### **EL MONTE MUNICIPAL CODE**

El Monte Municipal Code Chapter 13.16 (Stormwater Management and Discharge Control) ensures the future health, safety, and general welfare of the citizens of El Monte by eliminating nonstormwater discharges to the municipal separate storm drain, controlling the discharge to municipal separate storm drains from spills, dumping or disposal of materials other than stormwater, and reducing pollutants in stormwater discharges to the maximum extent practicable. The intent of Chapter 13.16 is to protect and enhance the water quality of watercourses, waterbodies, and wetlands in a manner pursuant to and consistent with the Clean Water Act.

El Monte Municipal Code Chapter 13.20 (Stormwater and Urban Runoff Pollution Control) includes provisions that apply to the discharge, deposit, or disposal of stormwater and/or urban runoff to the storm drain system and/or receiving waters within any incorporated areas of the city covered by an NPDES municipal stormwater permit. Chapter 13.20 applies to all residential, industrial, commercial, construction projects and discretionary planning projects:

#### **Thresholds of Significance**

Applicable impact significance thresholds concerning hydrology and water quality are based on those specified in Appendix G of the State CEQA Guidelines. Accordingly, the proposed project could result in a potentially significant impact if it would:

- A. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
- B. Create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

#### **Environmental Impacts**

**Impact 4.7.A-B** The proposed project will not alter the existing drainage pattern of the area and will not exceed the capacity of existing or planned drainage systems or provide substantial additional sources of polluted runoff with adherence to existing regulations. Impacts will be less than significant.

#### **STORM DRAIN CAPACITY**

No streams traverse the project site; thus, the project will not result in the alteration of any stream course. The project site, as previously developed, had a calculated runoff of 31.38 cubic feet per second (CFS) during the 25-year storm scenario and 37.70 CFS during the 50-year storm scenario, as indicated by the project civil engineer.<sup>19</sup> As proposed, the project will generate 27.12 CFS under 25-year storm conditions and 32.71 under 50-year storm conditions. This is a reduction in stormwater runoff of 4.26 CFS under 25-year storm conditions and 2.99 CFS under 50-year storm conditions. Existing deficiencies in drainage have been identified in the project area. However, ~~therefore~~, no net increase in stormwater runoff ~~that would occur as a result of the proposed project. Because development of the proposed project will result in a net decrease in stormwater runoff, the proposed project will not contribute to runoff that would require upsizing of any storm drain will occur.~~ The project's 50 year runoff will discharge to an existing reinforced concrete box storm drain under Rio Hondo Avenue that can convey ~~flows of an estimated 490 CFS of stormwater runoff, thus there is sufficient capacity to convey the project's 50 year runoff of 32.71 CFS.~~ The project site will remain developed as previously planned for long-term drainage in the area. Furthermore, the project is subject to State and local LID requirements. Low Impact Development (LID) practices benefit water supply and contribute to water quality protection by taking a different approach to development and using site design and stormwater management to maintain the site's pre-development runoff rates and volumes. The amount of impervious surface, infiltration, water quality, and infrastructure costs can all be addressed by LID techniques, tools, and materials. LID practices include: bioretention

*Environmental Impact Report***Thresholds of Significance**

A significant impact could occur if the proposed project would:

- A. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- B. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- C. Not have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements.
- D. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

**Environmental Impacts**

**Impact 4.14.A** The proposed project is not anticipated to require the construction or expansion of any water or wastewater facilities. Impacts will be less than significant.

**WATER FACILITIES**

Water service will be provided to the project site by California American Water (CAW) via an existing six-inch water main beneath Flair Drive and a ten-inch water main beneath Rio Hondo Avenue, creating a loop system. On-site domestic water will be conveyed via water lines to connections on the south and west sides of the building. Connection to existing water mains will occur via standard connection. Water connections will include nominal on-site trenching and off-site trenching during paving of Rio Hondo Avenue and Flair Drive. Nominal concrete pouring will also be required for thrust blocks at various pipe fitting. Based on Los Angeles County Public Works Standard Plan W-46 for water pipe trenches, a four- to six-inch pipe is installed 36 inches below ground surface (at top of pipe) with a requirement of a minimum six inches of 90 percent compaction bedding below the bottom of the pipe. An 18-inch minimum width of compacted bedding is required. This equates to approximately 0.2 cubic yards (CY) of soil disturbance per linear foot of pipe.

Based on preliminary analysis of domestic water pressure by the project engineer, no new off-site water mains will need to be installed to serve the project; however, the need for new water mains will not be determined until construction drawings are prepared. The Water Supply Assessment (WSA) prepared for the proposed project determined that the drilling, equipping, and treatment of one new well will be required to produce the additional supply for the proposed project. The well may be located on the project site. In addition, depending on the location of the new well, a water main extension connecting it to the existing distribution system may be required. The need for a new water extension will not be determined until the location of the new well is determined. If off-site water mains or extensions are needed, nominal construction activities would be required to install the new piping. Temporary lane closures would be required to demolish the street, remove the existing water main, and install the new water main. The street would be paved and reopened after installation of the new main. This would be conducted simultaneously with the repaving and/or widening of Flair Drive and/or Rio Hondo Avenue. On-site water infrastructure may be required, such as booster pumps, to meet minimum fire flow and domestic pressure requirements. The on-site water system would be typical of similarly sized mixed-use projects and would result in no off-site impacts. Considering that no new off-site water systems will need to be constructed and that on-site water lines and infrastructure will be constructed using conventional techniques, impacts relating to connecting to existing water mains will be less than significant.

**SEWER FACILITIES**

There are three existing lateral connections to the main 36-inch sewer trunk beneath Rio Hondo Avenue available to the project site. The project will connect to these existing laterals via a Schedule 35 sanitary sewer pipe with cleanouts, fitting reducers, and manholes as necessary. The eight-inch laterals have a half-full capacity of 0.93 cubic feet per second (CFS) and the six-inch lateral has a half-full capacity of 0.43 CFS for a total half-full throughput of 2.29 CFS.<sup>5</sup> Wastewater discharges were estimated using the Los Angeles County Sanitation Districts loading factors for each component of the project and are summarized in Table 4.14-1 (Wastewater Discharge Estimate). Based on the Sanitation Districts loading factors, the project will generate 236,245 gallons of wastewater per day (GPD) or 0.37 CFS.

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into the design of the project to reduce pollutants during operation of the project. Post-construction BMPs include, but are not limited to, "No Dumping-Drains to Ocean" logos or signs at all yard drains and catch basins draining to the street or storm drain, discharge roof downspouts to gravel or heavily vegetated areas, divert water around trash areas, discharge vehicle/equipment washing water to the sanitary sewer with proper pretreatment, and equip outdoor storage areas with adequate secondary containment to reduce contamination of runoff. In addition, an urban stormwater mitigation plan is required prior to the issuance of site plan approval, entitlement of use, grading permits, or building permits (El Monte Municipal Code Section 13.20.150). No net increase in stormwater flows will occur pursuant and State and local low impact development (LID) standards. The pre-developed project site has a calculated runoff of 31.38 cubic feet per second (CFS) during the 25-year storm scenario and 37.70 CFS during the 50-year storm scenario, as indicated by the project civil engineer.<sup>6</sup> As proposed, the project will generate 27.12 CFS under 25-year storm conditions and 32.71 under 50-year storm conditions. This is a reduction in stormwater runoff of 4.26 CFS under 25-year storm conditions and 2.99 CFS under 50-year storm conditions. Existing deficiencies in drainage have been identified in the project area. However, therefore, no net increase in stormwater runoff that would occur as a result of the proposed project. Because development of the proposed project will result in a net decrease in stormwater runoff, the proposed project will not contribute to runoff that would require upsizing of any storm drain will occur. The project's 50 year runoff will discharge to an existing reinforced concrete box storm drain under Rio Hondo Avenue that can convey flows of an estimated 490 CFS of stormwater runoff, thus there is sufficient capacity to convey the project's 50-year runoff of 32.71 CFS. The project site will remain developed as previously planned for long-term drainage in the area. Furthermore, the project is subject to State and local LID requirements. Low Impact Development (LID) practices benefit water supply and contribute to water quality protection by taking a different approach to development and using site design and stormwater management to maintain the site's pre-development runoff rates and volumes. The amount of impervious surface, infiltration, water quality, and infrastructure costs can all be addressed by LID techniques, tools, and materials. LID practices include: bioretention facilities or rain gardens, grass swales and channels, vegetated rooftops, rain barrels, cisterns, vegetated filter strips, and permeable pavements. The project could not result in the need for expansion of any storm drain. Impacts will be less than significant.

**Impact 4.14.C** The proposed project will not require new or expanded water supplies or entitlement to be procured to serve the project. Impacts will be less than significant.

Project water will be supplied by CAW's Los Angeles County District. According to the Water Supply Assessment (WSA) prepared for the proposed project, project water demand will equate to approximately 272 acre feet per year (AFY).<sup>7</sup> Table 4.14-2 (Water Demand Estimate) summarizes the demand for the outlet mall, restaurant, condominium, hotel, cooling equipment, and landscape components of the project.

Table 4.14-2  
Water Demand Estimates

Land Use	QTY	Unit	Usage Factor	GPD	AFY
Outlet Mall	<del>1,300</del> 500,000	<del>Employee</del> Leasable Square Feet	<del>150</del> 11	<del>19,600</del> 55,000	<del>21</del> 8462
Restaurant	1,666	Seats	<del>24</del> 12	<del>19,992</del> 40,317	<del>22</del> 3945
Residential (2 Persons)	198	Persons	150	29,700	33- <del>26</del>
Residential (3 Persons)	390	Persons	225	87,750	98- <del>28</del>
Residential (4 Persons)	12	Persons	360	4,320	<del>54</del> 84
Hotel (Rooms)	250	Rooms	<del>38</del> 9	<del>9,550</del> 7,600	<del>8</del> 4011
Hotel (Misc)	--	--	--	<del>1,691</del> 6,214	<del>1</del> 897
Irrigation	<del>3</del> 694	Acre	2,318	8,554	<del>9</del> 5810
Cooling Equipment	1	Unit	1,500	1,500	<del>1</del> 682
<b>Total</b>				<del>180,607</del> 242,905	<del>202</del> 16272

Source: ~~VCA Engineers 2014~~Water Systems Consulting, Inc. Flair Spectrum Water Supply Assessment.

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Based on the 2010 Urban Water Management Plan (UWMP), CAW is projected to meet water demand of 23,776 acre feet of water per year (AFY), 22,685 AFY by the year 2020, 23,257 AFY by the year 2025, and 23,808 AFY by the year 2030.<sup>8</sup> Demand is anticipated to be met through groundwater production, surface water diversion, and wholesale purchases. The amount of demand that is not met by groundwater allocations is met by purchasing supplemental water from a wholesaler for potable direct use or untreated replacement water for groundwater pumping. Surface water is untreated water used to meet irrigation demands or to replenish the groundwater basin. Wholesale purchases are used for direct use or as replenishment water for exceeding allocations of groundwater production. Because the water demands of the proposed project were not accounted for in the 2010 UWMP, the WSA includes updated information as necessary and possible.

~~Based on projected water supplies, groundwater will account for approximately 76 percent of total water supply to the year 2030. Surface water will account for approximately seven percent of total supply by the year 2030. The remaining 17 percent is anticipated to be supplied through water purchased from the West Basin Municipal Water District, the Upper San Gabriel Valley Municipal Water District, and the Metropolitan Water District. The UWMP indicates that each potential water supplier has sufficient resources based on the data provided in individual water purveyor UWMPs. Furthermore, the analysis in the UWMP accounts for single and multiple dry year events as well as disruption due to reduced deliveries from the State Water Project (SWP), impacts to sensitive species, water quality, climatic factors, and legal issues. The UWMP finds that through the year 2030 CAW has sufficient supply to meet demand in the area.~~

~~Project water demand will equate to approximately 202 AFY based on calculations by the project engineer.<sup>9</sup> Table 4.14.2 (Water Demand Estimate) summarizes the demand for the outlet mall, restaurant, condominium, hotel, cooling equipment, and landscape components of the project.~~

Based on the CAW-UWMPWSA, total water supply and demand for the Los Angeles County District Agency is estimated at a minimum of 23,776 acre feet of water per year (AFY), to be 12,366~~22,685~~ AFY by the year 2020, 12,693~~23,257~~ AFY by the year 2025, and 13,010~~23,808~~ AFY by the year 2030, and 13,312 AFY by the year 2035. The WSA concludes that CAW's projected water supplies available during average, single dry, and multiple dry years will meet the project water demand for the proposed project, in addition to existing and planned future uses, provided that groundwater production capacity in the Main San Gabriel Basin is increased. To produce the additional supply for the proposed project, the drilling, equipping, and treatment of one new well will be required. The well may be located on the project site. In addition, depending on the location of the new well, a water main extension connecting it to the existing distribution system may be required. The need for a new water extension will not be determined until the location of the new well is determined. If the installation of a water main extension is required off site, nominal construction activities will be needed to install the new piping. Temporary lane closures would be required to demolish the street, remove the existing water main, and install the new water main. The street would be paved and reopened after installation of the new main. This would be conducted simultaneously with the repaving and/or widening of Flair Drive and/or Rio Hondo Avenue. Required improvements will be constructed by CAW and funded by the Project Proponent through a Main Extension Agreement.

~~Considering the project will require approximately 202 AFY, there is sufficient water to meet the project needs as well as long term growth with the Agency service area. It should be noted that while the UWMP only evaluates need to supply projected demand, additional water sources are available to CAW, should additional supply be required. Specifically, MWD estimates a surplus of 782,000 AFY to 1,482,000 AFY (under multiple year dry and single year conditions, respectively) in the year 2020. It should be noted that water demand could increase based on the results of the Water Supply Assessment (WSA) to be prepared for the project; however, based on the long term supply and reserves available to CAW, no additional supplies would be required if higher water demand is determined for the project.~~

Considering the availability of water supply and reserve resources, no new entitlements or supplies will need to be procured to serve the project. Impacts will be less than significant.

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**Impact 4.14.D** The Sanitation Districts of Los Angeles (wastewater treatment provider) has determined that adequate capacity is available to serve the project and the provider's existing commitments. Impacts will be less than significant.

El Monte is one of 17 jurisdictions in the metropolitan Los Angeles area that is a signatory to the Joint Outfall Agreement that provides a regional, interconnected system of facilities known as the Joint Outfall System (JOS). The Sanitation Districts of Los Angeles County treat wastewater at the Whittier Narrows Water Reclamation Plant, located south of the City. Tertiary-treated effluent, or "recycled water," is used for irrigation, industrial uses, and for groundwater recharge at spreading basins along the San Gabriel River and Rio Hondo Channel. Sludge is placed back into the sewer system for conveyance to the Joint Water Pollution Control Plant (JWPCP) in Carson for further treatment prior to eventual disposal into the Pacific Ocean. The Whittier Narrows WRP process approximately 8.6 million gallons per day and is permitted to provide treatment for 15 million gallons of wastewater per day.<sup>10</sup> Wastewater from the proposed project can also be treated at the Los Coyotes WRP located in the City of Cerritos that has a design capacity of 37.5 MGD and currently processes an average flow of 21.7 MGD.

The proposed project is estimated to discharge 236,245 GPD as estimated by the County Sanitation Districts of Los Angeles. With an existing surplus capacity of 22.2 MGD between the Whittier Narrows WRP and the JWPCP, there is sufficient capacity at the wastewater treatment plants to accommodate discharges from the project, as verified by the County Sanitation Districts of Los Angeles.<sup>11</sup> Impacts will be less than significant.

### Mitigation Measures

None required.

### Level of Significance with Mitigation Incorporation

Impacts related to wastewater, water, and storm drain facilities will be less than significant without need for mitigation.

### References

- <sup>1</sup> Los Angeles County Sanitation District. Whittier Narrows Water Reclamation Plant. [http://www.lacsd.org/wastewater/wwfacilities/joint\\_outfall\\_system\\_wrp/whittier\\_narrows.asp](http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/whittier_narrows.asp) [June 2014]
- <sup>2</sup> California American Water. Final 2010 Urban Water Management Plan for the Southern Division – Los Angeles County District. February 2012.
- <sup>3</sup> City of El Monte. Municipal Code. 2014
- <sup>4</sup> City of El Monte. Municipal Code. 2014
- <sup>5</sup> VCA Engineers. Flair Spectrum Sewer Study. October 2014
- <sup>6</sup> VCA Engineers. Flair Spectrum Hydrology Summary. October 2014
- <sup>7</sup> Water Systems Consulting, Inc. *Flair Spectrum Water Supply Assessment*. December 2014
- <sup>8</sup> California American Water. Final 2010 Urban Water Management Plan for the Southern Division – Los Angeles County District. February 2012.
- ~~<sup>9</sup> VCA Engineers. *Water Demand Estimate Flair Spectrum Mixed Use Onsite Improvements*. September 2014~~
- <sup>10</sup> Los Angeles County Sanitation District. Whittier Narrows Water Reclamation Plant. [http://www.lacsd.org/wastewater/wwfacilities/joint\\_outfall\\_system\\_wrp/whittier\\_narrows.asp](http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/whittier_narrows.asp) [June 2014]
- <sup>11</sup> County Sanitation Districts of Los Angeles County. Flair Spectrum Mixed Use Project Will serve Response. October 20, 2014

*Environmental Impact Report*

alternative would operate the same as the proposed project. Alternative 3 was rejected from further analysis because it will not avoid or substantially reduce any significant and unavoidable impacts.

**ALTERNATIVE 5, NO COMMERCIAL DEVELOPMENT**

This alternative would result in a reduction in weekday trips of 21,616 and a reduction in weekend trips of 30,939, a 79 percent and 84 percent reduction, respectively. The greatest traffic impact that will result from the project is at the Baldwin Avenue and Flair Drive eastbound ramps at Interstate 10 with an estimated 58 percent fair share payment. This reduction in traffic would avoid impacts at all intersections determined to be significantly and unavoidably impacted. Short-term construction-related impacts would remain similar because a similar number of workers and haul trips would be required to complete the residential and hotel components of the project. This alternative would also avoid impacts related carbon monoxide and particulate matter emissions. Although this alternative would avoid project-related impacts, it fails to meet most of the project objectives because it would not include a retail outlet center, it would not generate substantial regional services, and would generate only 172 jobs. Alternative 5 was rejected from further analysis because it fails to meet most of the project objectives.

**ALTERNATIVE 6, NO HOTEL DEVELOPMENT**

This alternative would reduce weekday trips by 2,230 and weekend trips by 2,625, an eight percent and seven percent reduction, respectively. This would avoid impacts at Rosemead Boulevard at Las Tunas Drive but other traffic impacts would remain. Short-term construction-related traffic impacts would remain the same because a similar number of workers and haul trips would be required to complete the outlet mall, restaurant, and residential components of the project. This alternative would not substantially reduce or avoid any air quality impacts. Although this alternative would reduce one significant and unavoidable impact to less than significant levels, it does not meet most of the objectives of the project because it would not provide a hospitality use by July 1, 2016 and would only generate 1,627 jobs. Alternative 6 was rejected from further analysis because it fails to meet most of the project objectives.

**Alternatives Selected****ALTERNATIVE 1, NO PROJECT**

The *No Project* alternative would not meet any of the project objectives because it will not result in a mixed-use development with hospitality and residential uses providing community and regional retail services. Furthermore it would not result in job creation because the project site would remain vacant and undeveloped. This alternative would avoid all significant impacts because it would not generate any vehicle trips or criteria pollutant emissions. Alternative 1 was selected for evaluation because of CEQA mandate although it does not meet the objectives of the project.

**ALTERNATIVE 4, NO RESIDENTIAL DEVELOPMENT**

This alternative would meet most of the objectives of the project except that it won't provide for a mix of residential or provide multi-family dwelling units. The mix-use retail and hotel uses would continue. This project would eliminate the residential development from the project, resulting in reduced vehicle trips from residents which would reduce impacts to traffic. Alternative 4 would result in a reduction of 3,486 weekday trips and 3,402 weekend trips. This alternative would reduce emissions of ROG, NO<sub>x</sub>, CO, and particulate matter. Because Alternative 4 would meet most of the objectives of the project and would reduce significant and unavoidable impacts to traffic and air quality, it was selected for further analysis.

**ALTERNATIVE 7, OFFICE DEVELOPMENT**

This alternative would meet all of the objectives of the project. The mixed-use retail, hotel, and residential uses would continue with the addition of office space. Community and regional services would still be offered and the hotel would be constructed by the deadline of July 1, 2016. This alternative would also generate approximately 1,906 jobs, 107 more than the proposed project. Alternative 7 would increase ROG, CO, and particulate matter emissions. Because Alternative 7 would meet all of the objectives of the project and would avoid a significant and unavoidable traffic impact, it was selected for further analysis.

Table 5-5  
Alternatives Impact Comparison Summary

Impact	Project	Alternative					
		1	4	7	8	9	10
Aesthetics	M	-	-	=	-	=	-
Agricultural and Forestry Resources	N	=	=	=	=	=	=
Air Quality	S	-	-	+	-	-	-
Biological Resources	L	-	=	=	=	=	=
Cultural Resources	M	-	=	=	=	=	=
Geology and Soils	L	-	=	=	=	=	=
Greenhouse Gas Emissions	L	-	-	-	-	=	-
Hazards and Hazardous Materials	M	-	=	=	=	=	=
Hydrology and Water Quality	L	-	=	=	=	=	=
Land Use and Planning	L	-	=	=	=	=	-
Mineral Resources	N	=	=	=	=	=	=
Noise	M	-	-	-	-	=	-
Population and Housing	L	-	-	+	-	=	-
Public Services	L	-	-	=	-	=	-
Recreation	L	-	-	=	-	=	-
Transportation and Traffic	S	-	-	-	-	-	-
Utilities and Service Systems	L	-	-	+	-	=	-

Source: MIG | Hogle-Ireland 2014

**Key**  
 S Significant and Unavoidable  
 M Less than Significant Impact with Mitigation Incorporated  
 L Less than Significant Impact  
 N No Impact  
 + Impact is greater than project  
 = Impact is similar to project  
 - Impact is less than project

**ALTERNATIVE 1, NO PROJECT COMPARISON**

**SIMILAR IMPACTS**

According to the Initial Study prepared for the project, no impacts to agricultural, forestry, or mineral resources will occur because these resources do not exist on the project site or in the vicinity. Because these resources could not be impacted by the project, these resources would similarly not be impacted by not constructing or operating the project and leaving the project site vacant.

**REDUCED IMPACTS**

Virtually all impacts related to the project would be reduced by simply not changing the baseline conditions as identified in Alternative 1. The *No Project* alternative would not result in the construction or operation of any development; therefore, existing conditions would persist. Views of scenic vistas, the visual character of the site, and the generation of light and glare would not change. No increase in criteria pollutants, toxic air contaminants, or odors would result. No changes to on-site habitat or other biological features of the project site would occur. No potential impacts to historic, archaeological, paleontological, or buried remains could occur. There would be no increased potential for the loss of human life or property due to seismic hazards or geotechnical concerns. Risk of upset due to the use, transport, and disposal of hazardous materials would not increase. Emergency evacuation and accessibility plans would not change nor would the exposure to wildfire potential. No new uses would be placed within the safety compatibility area of any private or public airport facility. The potential to impact surface or groundwater quality would not change nor would the potential for flooding, inundation, seiche, mudflow, or tsunami. No changes to the City's General Plan or Zoning Code

would be required. No changes to ambient noise, whether permanent, periodic, or temporary, would occur and no new uses would be placed within the noise contours of any private or public airport facility. No change in population or employment would occur and thus no increase in public services would occur. No increase in the need for recreational facilities would be needed. No increase in traffic would occur and no changes to roadway design, emergency accessibility, or air traffic would result. No increase in the need for water, sewer, storm drain, or solid waste infrastructure would be needed.

#### **ALTERNATIVE 4, NO RESIDENTIAL DEVELOPMENT**

##### **SIMILAR IMPACTS**

The no residential development alternative would result in similar impacts because the project would be constructed and operated on the same site as the proposed project. According to the Initial Study prepared for the project, no impacts to agricultural, forestry, or mineral resources will occur because these do not exist on the project site or in the vicinity. Because these resources could not be impacted by the project, these resources would similarly not be impacted by Alternative 4. Neither the project nor Alternative 4 would result in odors as they would operate similarly and are not considered uses of odor concerns by SCAQMD. Impacts to biological resources would remain the same because the entirety of the site will be cleared as a result of both project and Alternative 4 scenarios. Impacts to cultural resources would remain the same because both the project and Alternative 4 would require substantial subsurface earthwork to construct the proposed parking structures and thus have the same potential to have buried cultural resources discovered. Geotechnical considerations would remain the same because both the project and Alternative 4 would be constructed on the same site with the same amount of earthwork. The same potential for use, transport, and disposal of hazardous materials and wastes and associated risk of upset would occur during construction activities because the project and Alternative 4 would be constructed similarly. Emergency access and evacuation concerns would remain similar due to the comparable operational aspects of the project and Alternative 4. Neither the project nor Alternative 4 would result in safety, operational, nor noise impacts related to airport operations because the project site is not located within the influence area of any airport. Impacts related to on- and off-site hydrological considerations would remain the same because the project and Alternative 4 would be constructed and operated on the same site. Neither the project nor Alternative 4 would divide a community because they will be constructed on the same site. Construction-related temporary noise impacts and periodic operational noise impacts would remain the same because the project and Alternative 4 would be constructed and operated on the same site. Neither the project nor Alternative 4 would displace any people as there is no residential or other development located on the project site.

##### **REDUCED IMPACTS**

Impacts to scenic vistas would be reduced under this alternative because the two residential towers would be eliminated from the project design. Alternative 4 would reduce annual greenhouse gas emissions by approximately 6,301 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>E/YR) to 42,416 MTCO<sub>2</sub>E/YR when compared to the proposed project. This alternative would also reduce weekday and weekend traffic generation to 23,746 daily weekday trips and 33,564 weekend trips, respectively. Noise associated with traffic would decrease concurrently with daily trip reductions. This alternative would also reduce ROG, NO<sub>x</sub>, CO, and particulate matter emissions due to decreases in trip generation. Impacts related to General Plan consistency would be slightly reduced because Alternative 4 would not require a Conditional Use Permit for the development of more than three residential units. Impacts related to hazardous materials and associated risk of upset would be reduced because Alternative 4 would not involve placing housing on a site where concentrations of VOCs in soil vapor exceed allowable thresholds for residential use, requiring remediation. Impacts related to population growth would be reduced with the elimination of the residential component. Impacts to public service facilities and utilities and service systems would be reduced when compared to the proposed project because Alternative 4 would be of lesser intensity and density.

they are not considered uses of odor concerns by SCAQMD. According to the Initial Study prepared for the project, no impacts to agricultural, forestry, or mineral resources will occur because these do not exist on the project site or in the vicinity. Because these resources could not be impacted by the project, these resources would similarly not be impacted by Alternative 8. Impacts to biological resources would remain the same because the entirety of the site will be cleared as a result of both project and Alternative 8 scenarios. Impacts to cultural resources would remain the same because both the project and Alternative 8 would require substantial subsurface earthwork to construct parking structures and thus have the similar potential to have buried cultural resources discovered, albeit at a reduced scale for Alternative 8. Geotechnical considerations would be similar because both the project and Alternative 8 would be constructed on the same site; however, the amount of earthwork and intensity of design would be reduced in Alternative 8. The same potential for use, transport, and disposal of hazardous materials and wastes and associated risk of upset would occur because the project and Alternative 8 would be constructed and operated similarly. Neither the project nor Alternative 8 would result in safety, operational, nor noise impacts related to airport operations because the project site is not located within the influence area of any airport. Impacts related to on- and off-site hydrological considerations would remain the same because the project and Alternative 8 would be constructed and operated on the same site. Neither the project nor Alternative 8 would divide a community because they will be constructed on the same site and impacts related to General Plan consistency would be the same because the same entitlements and amendments would be required to construct and operate the project and Alternative 8. Neither the project nor Alternative 8 would displace any people as there is no residential or other development located on the project site.

#### REDUCED IMPACTS

Impacts related to scenic vistas, scenic resources, and light/glare would decrease concurrently with the reduction in intensity and density because this alternative would be constructed at a reduced massing, density, and intensity when compared to the proposed project. As discussed previously, an 83 percent reduction in the project size would avoid all significant and unavoidable operational air quality and traffic impacts. A 59 percent reduction would avoid all pro-rata operational traffic impacts and impacts related to operational emissions of carbon monoxide and particulate matter emissions. Construction-related criteria pollutant emissions (at the regional level) and noise impacts would be reduced due to the reduced construction program that would be needed to complete the reduced project sizes. Traffic-related and periodic operational noise would also decrease based on the reduction in project size. Impacts to public and utility services would also decrease concurrently with the reduction in job creation that would result from decreasing the project size by 59 percent or 83 percent.

#### **ALTERNATIVE 9, MODIFIED CONSTRUCTION PROGRAMMING IMPACTS**

##### SIMILAR IMPACTS

Operationally, Alternative 9 would result in the exact same impacts as the proposed project because the intensity and density of this alternative would be the same. Alternative 9 would generate the same vehicle trips, pollutant emissions, greenhouse gas emissions, jobs, and demand for public and utility services as the proposed project. All site-related impacts would be the same when comparing the project and Alternative 9.

##### REDUCED IMPACTS

By design, Alternative 9 would avoid localized impacts due to particulate matter emissions and temporary construction-related traffic impacts because of the extended construction schedule and the concurrent reduction in daily site clearing and grading activities.

#### **ALTERNATIVE 10, EXISTING STANDARDS**

##### SIMILAR IMPACTS

According to the Initial Study prepared for the project, no impacts to agricultural, forestry, or mineral resources will occur because these do not exist on the project site or in the vicinity. Because these resources could not be impacted by the project, these resources would similarly not be impacted by Alternative 10. Neither the project nor Alternative 10 would result in odors as they would operate similarly and are not considered uses of odor concerns by SCAQMD. Impacts to biological resources would remain the same because the entirety of the site will be cleared as a result of both project and

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*Environmental Impact Report*

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Alternative 10 scenarios. Impacts to cultural resources would remain the same because both the project and Alternative 10 would require subsurface earthwork to construct the proposed projects and thus have similar potential to have buried cultural resources discovered. Geotechnical considerations would remain the same because both the project and Alternative 10 would be constructed on the same site with the same amount of earthwork and intensity of design. Similar potential for the use, transport, and disposal of hazardous materials and wastes and associated risk of upset would occur because the project and Alternative 10 would be constructed and operated similarly with uses that do not generate substantial hazardous waste or use substantial amounts of hazardous materials. Emergency access and evacuation concerns would remain similar considering the existing and future deficient performance of intersections in the area. Neither the project nor Alternative 10 would result in safety, operational, nor noise impacts related to airport operations because the project site is not located within the influence area of any airport. Impacts related to on- and off-site hydrological considerations would remain the same because the project and Alternative 10 would be constructed and operated similarly on the same site. Neither the project nor Alternative 10 would divide a community because they will be constructed on the same site. Neither the project nor Alternative 10 would displace any people as there is no residential or other development located on the project site.

**REDUCED IMPACTS**

Impacts related to scenic vistas, scenic resources, and light/glare would decrease concurrently with the reduction in building area because this alternative would be constructed at a reduced massing and intensity when compared to the proposed project. As discussed previously, this alternative would avoid all significant and unavoidable operational air quality impacts except for NO<sub>x</sub>. The reduction in traffic from this alternative would avoid all pro-rata operational traffic impacts. Construction-related criteria pollutant emissions (at the regional level) and noise impacts would be reduced due to the reduced construction program that would be needed to complete this alternative. Traffic-related and periodic operational noise would also decrease based on the reduction in traffic and operations. Impacts to public and utility services would also decrease concurrently with the reduction in intensity and residential demand. This project would not require a General Plan Amendment or Zone Change and thus potential impacts related to inconsistencies with the General Plan would not occur.

**Environmentally Superior Alternative**

Alternative 1 is considered to be the environmentally superior alternative because it would result in the fewest environmental impacts when compared to the project. However, pursuant to Section 15126.6(e)(2) of the State CEQA Guidelines, when the environmentally superior alternative is the *No Project* alternative, another environmentally superior alternative must be selected among the remaining alternatives. Based on this provision, Alternative 10 is the environmentally superior alternative because it would result in fewer environmental impacts when compared to the project, [Alternative 4](#), Alternative 7, Alternative 8, and Alternative 9.

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*Notice of Availability*

## CITY OF EL MONTE PUBLIC NOTICE

ORIGINAL FILED

NOTICE OF AVAILABILITY FOR A DRAFT ENVIRONMENTAL IMPACT REPORT  
FOR THE FLAIR SPECTRUM PROJECT AND SPECIFIC PLAN  
FOR PROPERTY AT 9400 FLAIR DRIVE (APNs 8581-001-025, -029 & -046) OCT 23 2014

Hablamos Español favor de hablar con Marcella Magdaleno (626) 258-8626  
LOS ANGELES COUNTY CLERK

The City of El Monte has prepared a Draft Environmental Impact Report (DEIR) for the proposed Flair Spectrum El Monte project. The DEIR includes an analysis of potential environmental impacts associated with development of the project. Unavoidable significant impacts have been identified in regards to air quality and transportation/traffic. There are no sites located on the proposed project site that are listed as hazardous waste facilities, properties, or disposal sites, leaking underground storage tanks with a filed unauthorized release report, solid waste disposal facilities with known migration of hazardous waste, or active cease and desist orders as enumerated under California Government Code 65962.5.

**Project Description**

The project is located in El Monte, Los Angeles County, California. The project site is bound by Flair Drive to the north, Rio Hondo Avenue to the west, and existing commercial developments to the south and east. The proposed mixed-use development consists of 640,000 gross square feet of retail and 50,000 square feet of restaurant for an outlet mall, a 250-room hotel, and 600 residential units on the 14.66 acre project site. The project also includes the option for up to 20 percent of the proposed retail square footage to be developed as office use. Parking would be provided in subterranean and above-grade parking structures. The project includes the proposed retail, restaurant, hotel, residential, parking, and all facilities proposed within the project site, on- and off-site supporting improvements, and associated discretionary actions. The project would be developed in two phases (with the retail, restaurant, hotel and most parking in the first phase and the residential and remaining parking in the second phase).

**Project Applications**

City approval of the following discretionary actions would be required in order to implement the project: (1) Certification of the EIR and approval of the following: (2) General Plan Amendment, (3) Zone Change and Creation of a new Specific Plan, (4) Conditional Use Permit for the hotel use, (5) Conditional Use Permit to develop more than three residential units, (6) Tentative Parcel Map, (7) Design Review and (8) Development Agreement.

**Environmental Documentation and Review Period**

The DEIR, technical reports, appendices, and other references cited in the DEIR will be available for review and comment for forty-five (45) days commencing Friday, October 24, 2014 and ending on Monday, December 8, 2014 at 5:00 PM. Any person wishing to comment on the DEIR may provide written comments via mail or email to:

Jason Mikaelian, Planning Service Manager  
City of El Monte, Planning Division  
11333 Valley Boulevard, El Monte, California 91731  
jmikaelian@elmonteca.gov

The DEIR, technical reports and appendices are available on the City's Planning Division website at <http://www.elmonte.org/Government/EconomicDevelopment/Planning.aspx> and at the following locations:

- 1) City of El Monte, Planning Division, 11333 Valley Boulevard, El Monte, California 91731
- 2) Norwood Library, 4550 N. Peck Road, El Monte, California 91732
- 3) El Monte Community Center, 3130 Tyler Avenue, El Monte, California 91731

**Planning Commission Study Session**

The project has been scheduled for a Study Session with the Planning Commission at their regular meeting on:  
Tuesday, November 18, 2014 at 7:00 pm  
City of El Monte, City Hall West - Conference Room A  
11333 Valley Boulevard, El Monte, California 91731

**For Additional Information**

For further information, please contact Jason Mikaelian at [jmikaelian@elmonteca.gov](mailto:jmikaelian@elmonteca.gov) or at (626) 580-2064, Monday through Thursday, except legal holidays, between the hours of 7:30 a.m. and 5:30 p.m.

Published on: Wednesday, October 22, 2014 City of El Monte Planning Commission  
Marcella Magdaleno, Planning Commission Secretary

***Distribution***

The Notice of Availability (NOA) was distributed to all agencies and persons on the Community Development Department's standard notification list via Certified Mail. Property owners within Flair Park were also notified. The NOA and Notice of Completion (NOC) were sent to the State Clearinghouse for distribution to state agencies.

Southern California Association of  
Government  
818 West 7th Street  
Los Angeles CA 90017

Los Angeles County  
Regional Planning Department  
320 West Temple  
Los Angeles CA 90012

South Coast Air Quality  
Management District  
21865 East Copley Drive  
Diamond Bar CA 91765-2000

Toxic Substance Control  
400 "P" Street  
PO Box 942732  
Sacramento CA 94234

California American Water Company  
1033 B Avenue, Suite 200  
Coronado, CA 92118

American Reclamation  
4560 Doran St  
Los Angeles, CA 90039

Valley Vista Services  
17445 Railroad St  
City of Industry, CA 91748

City of Arcadia  
Planning Department  
240 West Huntington Dr.  
PO Box 60021  
Arcadia, CA 91066

City of Baldwin Park  
Attn: Planning Department  
14403 East Pacific Avenue  
Baldwin Park CA 91706

L.A. Water Quality Control Board  
320 W. 4<sup>th</sup> St., Suite 200  
Los Angeles, CA 90013

Los Angeles County Sanitation District  
1955 Workman Mill Road  
PO Box 4998  
Whittier CA 90607-4998

California Department of Fish  
and Wildlife  
4949 Viewridge Avenue  
San Diego, CA 92123

MTA  
CEQA Review Coordination  
1 Gateway Plaza Mail Stop 99-23-2  
Los Angeles CA 90012

Southern California Edison  
Local Government Affairs/Land  
Use/Environmental Coordinator  
2244 Walnut Grove  
Rosemead CA 91770

Waste Management, Inc  
13940 E. Live Oak Avenue  
Baldwin Park, CA 91706

City of South El Monte  
Planning Department  
1415 Santa Anita Ave  
South El Monte, CA 91733

Carlsbad Fish and Wildlife Office  
2177 Salk Avenue  
Carlsbad, CA 92008

Attn: Scott Ezell  
L.A. County Public Works  
800 S. Fremont  
Alhambra, CA 91803

L.A. County Public Works  
Flood Control District  
900 S. Fremont  
Alhambra, CA 91803

Los Angeles County Fire Department  
Site Mitigation Unit  
1320 N. Eastern Avenue  
Los Angeles, CA 90063

Los Angeles County  
Department of Public Works  
PO Box 1416  
900 South Fremont Avenue  
Alhambra CA 91803

Cheryl J. Powell, IGR/CEQA Prog Mgr  
Planning Division—12-035  
Caltrans District 7  
100 South Main Street  
Los Angeles, CA 90012

Southern California Edison  
Attn: Jeff Burt  
800 West Cienega  
San Dimas CA 91773

Southern California Gas Company  
Attn: Planning Department  
1919 South State College Boulevard  
Anaheim CA 92806

El Monte City School District  
3540 N. Lexington Ave.  
El Monte, CA 91731

El Monte Union High School District  
3537 Johnson Avenue  
El Monte, CA 91731

City of Rosemead  
Planning Department  
8838 East Valley Blvd.  
Rosemead, CA 91770

City of Temple City  
Planning Department  
9701 Las Tunas Dr.  
Temple City, CA 91780

Native American Heritage Commission  
915 Capitol Mall, Room 364  
Sacramento, CA 95814

8581 001 025  
Flair Spectrum LLC  
3033 W Mission Rd  
Alhambra, CA 91803

8581 001 029  
Flair Spectrum LLC  
3033 W Mission Rd  
Alhambra, CA 91803

8581 001 064  
95 Royal Center LLC  
18414 Colima Rd #8  
Rowland Heights, CA 91748

8581 001 070  
LSM Consulting Inc  
9650 Telstar Ave  
El Monte, CA 91731

8581 001 073  
Henry & Margaret Leong  
1672 Camino Lindo  
South Pasadena, CA 91030

8581 001 076  
Telstar Commerce Center LLC  
11620 Wilshire Blvd #300  
Los Angeles, CA 90025

8581 001 083  
Cynthia Englebrecht  
13388 Mesquite St  
Oak Hills, CA 92344

8581 001 091  
Stephen & Lydia Huang  
1235 Patton Way  
San Marino, CA 91108

8581 001 104  
Fallon Rambeau Properties LLC  
1718 Potrero Ave #E  
South El Monte, CA 91733

8581 001 108  
Pacific Independent Physician  
9700 Flair Dr  
El Monte, CA 91731

8581 001 026  
Narida Investment LLC  
9626 Telstar Ave  
El Monte, CA 91731

8581 001 043  
Narida Investment LLC  
9626 Telstar Ave  
El Monte, CA 91731

8581 001 067  
Realty Associates Fund VIII  
1301 Dove St #860  
Newport Beach, CA 92660

8581 001 071  
LSM Consulting Inc  
9650 Telstar Ave  
El Monte, CA 91731

8581 001 074  
Henry & Margaret Leong  
1672 Camino Lindo  
South Pasadena, CA 91030

8581 001 079  
Delano Retail Center West LLC  
10508 Lower Azusa Rd #200  
El Monte, CA 91731

8581 001 086  
Formerica Homes LLC  
1830 S San Gabriel Blvd  
San Gabriel, CA 91776

8581 001 092  
Los Angeles County Fire  
3460 Fletcher Ave  
El Monte, CA 91731

8581 001 105  
Coordination Council Of  
9443 Telstar Ave  
El Monte, CA 91731

8581 001 109  
Calvin Rohrs  
22982 Mill Creek Dr  
Laguna Hills, CA 92653

8581 001 027  
Chu Wang Lee  
9626 Telstar Avenue  
El Monte, CA 91731

8581 001 046  
Flair Spectrum LLC  
3033 W Mission Rd  
Alhambra, CA 91803

8581 001 068  
Realty Associates Fund VIII  
1301 Dove St #860  
Newport Beach, CA 92660

8581 001 072  
Pacific El Monte LLC  
833 Milan Ave  
South Pasadena, CA 91030

8581 001 075  
Telstar Commerce Center LLC  
11620 Wilshire Blvd #300  
Los Angeles, CA 90025

8581 001 082  
Major Associates Partnership  
13191 Crossroads Pkwy N#6  
City of Industry, CA 91746

8581 001 090  
Wp Management LLC  
713 W Duarte Rd #G-504  
Arcadia, CA 91007

8581 001 100  
El Molino Properties Inc  
9671 Telstar Ave  
El Monte, CA 91731

8581 001 107  
Barratt Group LLC  
16503 Vellano Club Dr  
Chino Hills, CA 91709

8581 001 110  
La Web Inc  
9639 Telstar Ave  
El Monte, CA 91731

8581 001 111 L A Web Offset Printing Inc 9639 Telstar Ave El Monte, CA 91731	8581 001 112 La Web Inc 9639 Telstar Ave El Monte, CA 91731	8581 001 113 La Web Inc 9639 Telstar Ave El Monte, CA 91731
8581 001 114 Kai An 162 W La Sierra Dr Arcadia, CA 91007	8581 001 115 Kai An 162 W La Sierra Dr Arcadia, CA 91007	8581 001 116 Cathay Bank 777 N. Broadway Los Angeles, CA 90012
8581 001 117 Barratt Group LLC 16503 Vellano Club Dr Chino Hills, CA 91709	8581 001 118 Coordination Council of 9443 Telstar Ave El Monte, CA 91731	8581 001 119 Flair Industries LLC 3445 Fletcher Ave El Monte, CA 91731
8581 001 120 Evangelical Formosan Church 3415 Fletcher Ave. El Monte, CA 91731	8581 001 121 Evangelical Formosan Church 9537 Telstar Ave El Monte, CA 91731	8581 001 911 State of California 8528 Fletcher Ave El Monte, CA 91731
8581 001 912 LACMTA One Gateway Plaza Santa Ana, CA 92702	8595 001 900 LACMTA One Gateway Plaza Santa Ana, CA 92702	8595 001 901 LACMTA One Gateway Plaza Santa Ana, CA 92702
8595 003 005 Multi Investment Associates Iv 9300 Flair Dr #101 El Monte, CA 91731	8595 003 007 DJ Investments LP 1068 Ridgecrest St Monterey Park, CA 91754	8595 003 009 Kuang & Yin Cheng 646 Estrella Ave Arcadia, CA 91007
8595 003 010 Pacific Telstar Business Park 9040 Telstar Ave El Monte, CA 91731	8595 003 011 Thrifty Realty Company PO Box 8431 Harrisburg, PA 17105	8595 003 016 Kw Telstar LLC 9701 Wilshire Blvd #700 Beverly Hills, CA 90212
8595 003 020 Flair LLC 3380 Flair Dr #237 El Monte, CA 91731	8595 003 021 Artoo Graphics 9035 Telstar Ave El Monte, CA 91731	8595 003 022 Wells Fargo Bank PO Box 2609 Carlsbad, CA 92018
8595 003 023 Transdynamics 3401 Aero Jet Ave El Monte, CA 91731	8595 003 024 Wells Fargo Bank PO Box 2609 Carlsbad, CA 92018	8595 003 025 Wells Fargo Bank PO Box 2609 Carlsbad, CA 92018
8595 003 028 Multi Investment Associates 9300 Flair Dr #101 El Monte, CA 91731	8595 003 034 Shulanson LLC 9421 Daines Dr Temple City, CA 91780	8595 003 035 Evangelical Seminary Logos 9358 Telstar Ave El Monte, CA 91731

8595 003 036  
Evangelical Seminary Logos  
9358 Telstar Ave  
El Monte, CA 91731

8595 003 037  
Evangelical Seminary Logos  
9358 Telstar Ave  
El Monte, CA 91731

8595 003 038  
Evangelical Seminary Logos  
9358 Telstar Ave  
El Monte, CA 91731

8595 003 039  
Evangelical Seminary Logos  
9358 Telstar Ave  
El Monte, CA 91731

8595 003 040  
Evangelical Seminary Logos  
9358 Telstar Ave  
El Monte, CA 91731

8595 003 041  
Evangelical Seminary Logos  
9358 Telstar Ave  
El Monte, CA 91731

8595 003 042  
Evangelical Seminary Logos  
9358 Telstar Ave  
El Monte, CA 91731

8595 003 043  
Evangelical Seminary Logos  
9358 Telstar Ave  
El Monte, CA 91731

8595 003 044  
Evangelical Seminary Logos  
9358 Telstar Ave  
El Monte, CA 91731

8595 003 045  
Evangelical Seminary Logos  
9358 Telstar Ave  
El Monte, CA 91731

8595 003 046  
Evangelical Seminary Logos  
9358 Telstar Ave  
El Monte, CA 91731

8595 003 047  
Evangelical Seminary Logos  
9358 Telstar Ave  
El Monte, CA 91731

8595 003 045  
Evangelical Seminary Logos  
9358 Telstar Ave  
El Monte, CA 91731

8595 003 046  
Evangelical Seminary Logos  
9358 Telstar Ave  
El Monte, CA 91731

8595 003 047  
Multi Investment Assoc II  
9300 Flair Dr  
El Monte, CA 91731

8595 003 048  
Multi Investment Assoc II  
9300 Flair Dr  
El Monte, CA 91731

8595 003 049  
Multi Investment Assoc II  
9300 Flair Dr  
El Monte, CA 91731

8595 003 053  
Yocjin LLC  
3530 Wilshire Blvd #1740  
Los Angeles, CA 90010

8595 003 901  
El Monte City  
11333 Valley Blvd  
El Monte, CA 91731

8595 003 903  
El Monte City Lessee  
12011 San Vicente Blvd  
Los Angeles, CA 90049

Notice of Completion

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613  
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #2014071044

**Project Title:** Flair Spectrum El Monte Specific Plan  
**Lead Agency:** City of El Monte, Planning Division **Contact Person:** Jason Mikaelian  
**Mailing Address:** 11333 Valley Boulevard **Phone:** 626-258-8626  
**City:** El Monte **Zip:** 91731 **County:** Los Angeles

**Project Location:** County: Los Angeles City/Nearest Community: El Monte  
**Cross Streets:** Flair Drive and Rio Hondo Avenue **Zip Code:** 91731  
**Longitude/Latitude (degrees, minutes and seconds):** 34 °04 '14 " N / 118 °03 '47 " W **Total Acres:** 14.66  
**Assessor's Parcel No.:** 8581-001-046 **Section:** N/A **Twp.:** 1S **Range:** 11W **Base:** SBBM  
**Within 2 Miles:** State Hwy #: I-10 **Waterways:** Multiple  
**Airports:** El Monte Airport **Railways:** Multiple **Schools:** Multiple

**Document Type:**  
 CEQA:  NOP  Draft EIR  NOI  Joint Document  
 Early Cons.  Supplement/Subsequent EIR  EA  Final Document  
 Neg Dec (Prior SCH No.)  Draft EIS  Other: \_\_\_\_\_  
 Mit Neg Dec  Other: \_\_\_\_\_  FONSI

**Local Action Type:**  
 General Plan Update  Specific Plan  Rezone  Annexation  
 General Plan Amendment  Master Plan  Prezone  Redevelopment  
 General Plan Element  Planned Unit Development  Use Permit  Coastal Permit  
 Community Plan  Site Plan  Land Division (Subdivision, etc.)  Other: \_\_\_\_\_

**Development Type:**  
 Residential: Units 600 Acres 4.18  Transportation: Type \_\_\_\_\_  
 Office: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  Mining: Mineral \_\_\_\_\_  
 Commercial: Sq.ft. 690K Acres 7.8 Employees 1,799  Power: Type \_\_\_\_\_ MW  
 Industrial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  Waste Treatment: Type \_\_\_\_\_ MGD  
 Educational: \_\_\_\_\_  Hazardous Waste: Type \_\_\_\_\_  
 Recreational: \_\_\_\_\_  Other: 250-Room Hotel  
 Water Facilities: Type \_\_\_\_\_ MGD

**Project Issues Discussed in Document:**  
 Aesthetic/Visual  Fiscal  Recreation/Parks  Vegetation  
 Agricultural Land  Flood Plain/Flooding  Schools/Universities  Water Quality  
 Air Quality  Forest Land/Fire Hazard  Septic Systems  Water Supply/Groundwater  
 Archeological/Historical  Geologic/Seismic  Sewer Capacity  Wetland/Riparian  
 Biological Resources  Minerals  Soil Erosion/Compaction/Grading  Growth Inducement  
 Coastal Zone  Noise  Solid Waste  Land Use  
 Drainage/Absorption  Population/Housing Balance  Toxic/Hazardous  Cumulative Effects  
 Economic/Jobs  Public Services/Facilities  Traffic/Circulation  Other: Climate Change

**Present Land Use/Zoning/General Plan Designation:**  
 Land Use: Vacant; Zoning: Office Professional; General Plan: Office Professional

**Project Description:** (please use a separate page if necessary)  
 The proposed mixed-use development consists of 640,000 gross square feet of retail and 50,000 square feet of restaurant for an outlet mall, a 250-room hotel, and 600 residential units on the 14.66 acre project site. The project also includes the option for up to 20 percent of the proposed retail square footage to be developed as office use. Parking would be provided in subterranean and above-grade parking structures. The project includes the proposed retail, restaurant, hotel, residential, parking, and all facilities proposed within the project site, on- and off-site supporting improvements, and associated discretionary actions. The project would be developed in 2 phases (Phase 1: retail, restaurant, hotel, most parking; Phase 2: residential and remaining parking).

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in: Revised 2010

**Reviewing Agencies Checklist**

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".  
 If you have already sent your document to the agency please denote that with an "S".

- |  |  |
|--|--|
| <input type="checkbox"/> Air Resources Board                         | <input type="checkbox"/> Office of Historic Preservation                     |
| <input type="checkbox"/> Boating & Waterways, Department of          | <input type="checkbox"/> Office of Public School Construction                |
| <input type="checkbox"/> California Emergency Management Agency      | <input type="checkbox"/> Parks & Recreation, Department of                   |
| <input type="checkbox"/> California Highway Patrol                   | <input type="checkbox"/> Pesticide Regulation, Department of                 |
| <input checked="" type="checkbox"/> Caltrans District #7             | <input type="checkbox"/> Public Utilities Commission                         |
| <input type="checkbox"/> Caltrans Division of Aeronautics            | <input checked="" type="checkbox"/> Regional WQCB #4                         |
| <input checked="" type="checkbox"/> Caltrans Planning                | <input type="checkbox"/> Resources Agency                                    |
| <input type="checkbox"/> Central Valley Flood Protection Board       | <input type="checkbox"/> Resources Recycling and Recovery, Department of     |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy          | <input type="checkbox"/> S.F. Bay Conservation & Development Comm.           |
| <input type="checkbox"/> Coastal Commission                          | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board                        | <input type="checkbox"/> San Joaquin River Conservancy                       |
| <input type="checkbox"/> Conservation, Department of                 | <input type="checkbox"/> Santa Monica Mtns. Conservancy                      |
| <input type="checkbox"/> Corrections, Department of                  | <input type="checkbox"/> State Lands Commission                              |
| <input type="checkbox"/> Delta Protection Commission                 | <input type="checkbox"/> SWRCB: Clean Water Grants                           |
| <input type="checkbox"/> Education, Department of                    | <input type="checkbox"/> SWRCB: Water Quality                                |
| <input type="checkbox"/> Energy Commission                           | <input type="checkbox"/> SWRCB: Water Rights                                 |
| <input type="checkbox"/> Fish & Game Region # _____                  | <input type="checkbox"/> Tahoe Regional Planning Agency                      |
| <input type="checkbox"/> Food & Agriculture, Department of           | <input checked="" type="checkbox"/> Toxic Substances Control, Department of  |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input type="checkbox"/> Water Resources, Department of                      |
| <input type="checkbox"/> General Services, Department of             |  |
| <input type="checkbox"/> Health Services, Department of              | Other: _____   |
| <input type="checkbox"/> Housing & Community Development             | Other: _____   |
| <input type="checkbox"/> Native American Heritage Commission         |  |

**Local Public Review Period (to be filled in by lead agency)**

Starting Date October 24, 2014 Ending Date December 8, 2014

**Lead Agency (Complete if applicable):**

Consulting Firm: <u>MIG   Hogle-Ireland</u>	Applicant: <u>Flair Spectrum, LLC</u>
Address: <u>1500 Iowa Avenue, Suite 110</u>	Address: <u>3033 West Mission Street</u>
City/State/Zip: <u>Riverside, CA 92507</u>	City/State/Zip: <u>Alhambra, CA 91803</u>
Contact: <u>Christopher Brown</u>	Phone: <u>626-457-8720</u>
Phone: <u>951-787-9222</u>	

**Signature of Lead Agency Representative:** \_\_\_\_\_ **Date:** 10/23/2014

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

## 5 Mitigation Monitoring Reporting Program

FLAIR SPECTRUM SPECIFIC PLAN							
Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
<b>Aesthetics Mitigation Measures</b>							
4.1.B-1	Prior to issuance of building permits, the project proponent shall submit a photometric plan for the review and approval of the Planning Division that verifies that proposed on-site building, pedestrian, and parking lot lighting will not exceed one foot-candle at the project property line.	Prior to issuance of building permits	Submittal of plan reflecting mitigation measure	Planning Division			
4.1.B-2	Illumination from message display boards shall be limited to one foot-candle at the project property lines between the hours of dusk to 6:00 PM. During the hours of 6:00 PM to dusk, the applicant shall demonstrate compliance with a maximum of 0.3 foot-candle increase over ambient light at a distance equal to the square root of one hundred times the area of the sign [measurement distance = $\sqrt{(\text{Area of Sign} * 100)}$ ] perpendicular to the sign face during nighttime conditions upon initial start-up through field testing of message display boards. Brightness scheduling shall be automated using optical sensor, software, and/or other options available to ensure compliance with this mitigation measure. Prior to issuance of occupancy permits, compliance with this measure shall be verified by the Planning Division upon initial start-up and enforced over the long-term by Code Enforcement.	Prior to issuance of occupancy permits  Throughout operation	Owner compliance	Planning Division  Code Enforcement			
4.1.B-3	The use of reflective materials, such as polished metals, shall be prohibited in the selection of materials for the project. "Reflective materials" are defined as those materials with a solar reflectance value of 50 percent or more.	Prior to issuance of building permits	Ensure materials usage comply with mitigation measure	Planning Division			
<b>Air Quality Mitigation Measures</b>							
4.2.B-1	Prior to issuance of building permits, construction drawings shall indicate the types of architectural coatings proposed to be used in interior and exterior applications on the proposed buildings and verification that daily application will conform to the performance standard that emissions of volatile organic compounds from application of interior and exterior coatings will not exceed the daily emissions thresholds established by the South Coast Air Quality Management District. The performance standard may be met through use of low-volatile organic compound coatings, scheduling, or other means that may be identified on the construction drawings. Construction drawings shall specify use of High-Volume, Low Pressure (HVLP) spray guns for application of coatings. This mitigation measure shall be incorporated to the satisfaction of and with oversight by the Building Division.	Prior to issuance of building permits	Ensure construction drawings and procedures reflect mitigation measure	Building Division			

FLAIR SPECTRUM SPECIFIC PLAN							
Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
4.2.B-2	Prior to issuance of grading and subsequent permits, construction drawings shall indicate the types of equipment to be utilized for each phase of project construction and verification that daily construction activities will conform to the performance standard that emissions of oxides of nitrogen will not exceed the daily emission thresholds established by the South Coast Air Quality Management District. The performance standard may be met through use of equipment with higher efficiency engines, scheduling, or other means that may be identified on the construction drawings. This mitigation measure shall be incorporated to the satisfaction of and with oversight by the Building Division.	Prior to issuance of grading and subsequent permits	Ensure construction drawings reflect mitigation measure  Throughout construction	Building Division			
4.2.B-3	Proposed hotel, outlet mall, restaurants, and condominiums management shall employ custodial companies that utilize low-volatile organic compound cleaning products. Best efforts shall be made to employ landscape firms and/or contractors that utilize the most efficient and low-emitting equipment as technology is available. This mitigation measure shall be implemented through standard practice by the management of the use and/or business subject to periodic inspection and enforcement by Code Enforcement.	Throughout operation	Owner compliance	Code Enforcement			
4.2.B-4	Low-volatile organic compounds paints and other architectural coatings shall be used in periodic reapplication of these coatings to interior and exterior building surfaces. This mitigation measure shall be implemented through standard practice by the management of the use and/or business subject to period inspection and enforcement by the Building Division and/or Code Enforcement.	Throughout operation	Owner compliance	Building Division  Code Enforcement			
<b>Cultural Resources Mitigation Measures</b>							
4.3.A-1	Prior to excavation and construction of the project site, the prime construction contractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles and other cultural materials from the project site. A signed statement of understanding shall be provided to the Economic Development Director prior to issuance of grading permits. The applicant shall bear the cost of implementing this mitigation.	Prior to excavation and construction activities	Submit statement of understanding	Economic Development Director			

FLAIR SPECTRUM SPECIFIC PLAN							
Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
4.3.A-2	If potential archaeological materials are uncovered during grading or other earth moving activities, the contractor shall be required to halt work in the immediate area of the find and to retain a professional archaeologist to examine the materials to determine whether it is a unique archaeological resource as defined in Section 21083.2(g) of the state CEQA Statutes. If this determination is positive, the resource shall be left in place, if determined feasible by the project archaeologist. Otherwise, the scientifically consequential information shall be fully recovered by the archaeologist. Work may continue outside of the area of the find; however, no further work shall occur in the immediate location of the find until all information recovery has been completed and a report concerning it is filed with the Economic Development Director. The applicant shall bear the cost of implementing this mitigation.	Throughout grading or other earth moving activities	Curate and report approval	Economic Development Director			
4.3.A-3	If paleontological materials are uncovered during grading or other earth moving activities, the contractor shall be required to halt work in the immediate area of the find, and to retain a professional paleontologist to examine the materials to determine whether it is a significant paleontological resource. If this determination is positive, resource shall be left in place, if determined feasible by the project paleontologist. Otherwise, the scientifically consequential information shall be fully recovered by the paleontologist. Work may continue outside of the area of the find; however, no further work shall occur in the immediate location of the find until all information recovery has been completed and a report concerning it is filed with the Economic Development Director. The applicant shall bear the cost of implementing this mitigation.	Throughout grading or other earth moving activities	Curate and report approval	Economic Development Director			
<b>Hazards and Hazardous Materials Mitigation Measures</b>							
4.6.A-1	Prior to the commencement of ground disturbing activities, the Applicant shall have prepared a soil vapor survey and health risk assessment by a suitably qualified professional to identify health risks to construction workers during demolition, grading, and construction activities due to the possible presence of contaminated soils beneath the project site. The results of the soil vapor survey and health risk assessment shall be provided to the Economic Development Director. In the event that the soil vapor survey and health risk assessment identify hazards that exceed applicable exposure levels, then the Applicant shall have a Health and Safety Program (HASP) prepared pursuant to the 29 Code of Federal Regulations 1910.120 and 8 California Code of Regulations (CCR) 5912 that identifies all potential or verified health risks and the necessary control measures that ensure that construction workers will not be exposed to actionable levels of hazardous materials during any phase of the project's construction process. The HASP shall be provided to the City's Building Official.	Prior to ground disturbing activities	Prepare and submit required reports	Economic Development Director			

FLAIR SPECTRUM SPECIFIC PLAN							
Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
<b>Noise Mitigation Measures</b>							
4.9.D-1	Limit construction activities to the hours of 6:00 AM to 7:00 PM Monday through Friday and 8:00 AM to 7:00 PM Saturday and Sunday. This mitigation measure must be implemented throughout construction and may be periodically monitored by the Economic Development Director, or designee during routine inspections.	Throughout construction	Ensure procedures reflect mitigation measure	Economic Development Director			
4.9.D-2	Prior to issuance of grading permits, the Applicant shall submit a mitigation plan prepared by a qualified engineer or other acoustical expert for review and approval by the Planning Division that identifies noise control measures that achieve a minimum 20 dBA reduction in construction-related noise levels. The mitigation plan may include use of vibratory pile drivers or other pile driving noise controls, sound curtains, engineered equipment controls, or other methods. Noise control requirements shall be noted on project construction drawings and verified by the Building Department during standard inspection procedures.	Throughout construction	Prepare and submit mitigation plan  Ensure construction drawings reflect mitigation plan	Planning Division  Building Department			
<b>Transportation and Traffic Mitigation Measures</b>							
4.13.A-1	Prior to issuance of building permits, the project proponent shall submit fair share payments to the Building and Safety Division consistent with the recommendations identified in the project traffic impact analysis and the requirements of the City's Development Impact Fee program for those locations significantly impacted by each corresponding phase of development.	Prior to issuance of building permits	Submit fair share payments	Building and Safety Division			
4.13.A-2	Prior to issuance of occupancy permits for the proposed outlet mall, the project proponent shall guarantee funding for traffic signal installation and restriping of the southbound approach to provide one left-turn lane and one combination left/through/right-turn lane at the intersection of Aerojet Avenue at the Flair Drive-Interstate 10 Eastbound Ramps. The project proponent will be responsible for the preparation of the Caltrans-required Permit Engineering Evaluation Report and design plans. The project proponent must make every effort to construct the improvement prior to issuance of occupancy permits for the outlet mall.	Prior to issuance of occupancy permits for outlet mall	Coordinate improvement with Caltrans	Public Works Division			
4.13.A-3	Prior to issuance of building permits for the proposed outlet mall, the project proponent shall guarantee funding for the installation of a traffic signal and restriping the southbound approach to provide one combination left-through lane and one right-turn-only lane and restriping the westbound approach to provide one combination left-through lane and one combination through/right-turn lane at the intersection of Aerojet Avenue at Telstar Avenue. The project proponent will be responsible for the preparation of the design plans. The improvement shall be completed prior to issuance of the final occupancy permit for the outlet mall.	Prior to issuance of building permits for outlet mall  Prior to issuance of final occupancy permit for outlet mall	Guarantee funding for improvements  Complete improvement	Public Works Division			

FLAIR SPECTRUM SPECIFIC PLAN							
Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
4.13.A-4	Prior to issuance of building permits for the proposed hotel, the project proponent shall guarantee funding for the installation of a traffic signal and roadway restriping to provide: 1) one left-turn only lane and one shared through/right-turn lane on the eastbound approach to Rio Hondo Avenue, and 2) one shared left/through lane and a right-turn only lane on the southbound approach to Telstar Avenue at the intersection of Rio Hondo Avenue at Telstar Avenue. The project proponent will be responsible for the preparation of the design plans. The improvement shall be completed prior to issuance of the final occupancy permit for the outlet mall.	Prior to issuance of building permits for hotel  Prior to issuance of final occupancy permit for outlet mall	Guarantee funding for improvements  Complete improvements	Public Works Division			
4.13.A-5	Prior to issuance of building permits for the proposed residential towers, the project proponent shall guarantee funding for the roadway restriping to provide: 1) one through lane and one shared through/right-turn lane on the eastbound approach to Telstar Avenue, and 2) one left-turn only lane and one right-turn only lane on the northbound approach to Flair Drive at the intersection of Telstar Avenue at Flair Drive. The project proponent will be responsible for the preparation of the design plans. The improvement shall be completed prior to issuance of the final occupancy permit for the residential towers.	Prior to issuance of building permits for residential towers  Prior to issuance of final occupancy permit for residential towers	Guarantee funding for improvements  Complete improvements	Public Works Division			
4.13.A-6	Prior to issuance of building permits for the proposed residential towers, the project proponent shall guarantee funding for the restriping the eastbound Valley Boulevard approach at Baldwin Avenue from one left-turn lane, one through lane, and one shared through-right turn lane to consist of one left-turn lane, two through lanes and one shared through-right turn lane at the intersection of Baldwin Avenue at Valley Boulevard. The project proponent will be responsible for the preparation of the design plans. The improvement shall be completed prior to issuance of the final occupancy permit for the residential towers.	Prior to issuance of building permits for residential towers  Prior to issuance of final occupancy permit for residential towers	Guarantee funding for improvements  Complete improvements	Public Works Division			
4.13.A-7	Prior to issuance of building permits for the proposed residential towers, the project proponent shall guarantee funding for the conversion of the southbound right-turn only lane to a shared through-right turn lane at the intersection of Santa Anita Avenue at Valley Boulevard.	Prior to issuance of building permits for residential towers	Guarantee funding for improvements	Public Works Division			
4.13.A-8	Prior to issuance of building permits for the proposed outlet mall, the project proponent shall fund the restriping of the existing two-way left-turn area on Ramona Boulevard, west of Durfee Avenue, at the intersection of Ramona Boulevard at Durfee Avenue. The project proponent will be responsible for the preparation of the design plans. The improvement shall be completed prior to issuance of the final occupancy permit for the outlet mall.	Prior to issuance of building permits for outlet mall  Prior to issuance of final occupancy permit for outlet mall	Fund improvement  Complete improvement	Public Works Division			

FLAIR SPECTRUM SPECIFIC PLAN							
Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
4.13.A-9	The City shall participate in a multi-jurisdictional effort with the California Department of Transportation and the City's of Rosemead, South El Monte, and Temple City to design a development impact fee program that identifies necessary improvements to local, regional, and State transportation facilities within and outside of the City and the cost of constructing those improvements to ensure adequate facility performance. The program shall be based on the nexus requirements of the Mitigation Fee Act (California Government Code Section 66000 et seq. and 66001(g)) and 14 California Code of Regulations Section 15126.4(a)(4). The development impact fee program shall be based on analysis of statewide, regional, and local contributions to impacts to regional facilities and identify the City's contribution from projected long term development. The results of the program shall be incorporated into the City's development impact fees for payment by project proponents to implement fair share contribution of long-term, local development growth. This mitigation measure shall be coordinated immediately with ongoing review and periodic updates, as necessary, to account for long term increases in construction costs and to account for changes in traffic and land use patterns.	Upon project approval	Develop development impact fee program	Planning Division			
4.13.A-10	The City shall prepare an updated nexus study that identifies increases in its development impact fees to account for additional improvements to intersections identified in the project traffic study to meet applicable performance standards. This mitigation measure shall be implemented during the City's annual fee schedule review.	Upon City's next annual fee schedule review	Prepare updated nexus study reflecting mitigation measure	Planning Division			