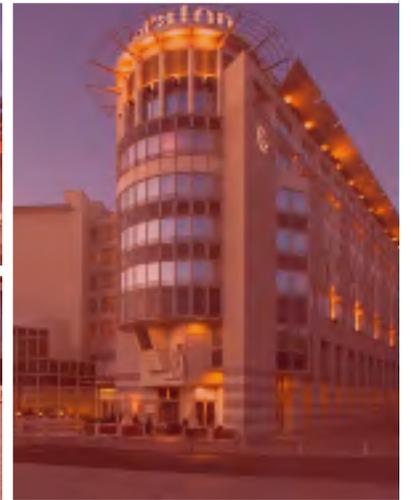


DRAFT ENVIRONMENTAL IMPACT REPORT
VOLUME I

Flair Spectrum Specific Plan



SCH 2014071044 | October 2014

Flair Spectrum Specific Plan Draft Environmental Impact Report

SCH 2014071044
October 2014

City of El Monte

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

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Appendix C Geotechnical Investigation
Appendix D Phase I Environmental Site Assessments
Appendix E Phase II Environmental Site Assessments
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1.0 Introduction

CEQA AND THE PURPOSE OF AN EIR

The City of El Monte (Lead Agency) received applications for a General Plan Amendment, Specific Plan, Development Agreement, Tentative Tract Map, two Conditional Use Permits, and Design Review from Flair Spectrum (Project Proponent) for the development of 640,000 square feet of retail use, 50,000 square feet of restaurant use, a 250-room hotel, and 600 condominium units located at 9400 Flair Drive in the City of El Monte. The Specific Plan for the development allows for the option for up to twenty percent of the proposed retail square footage to be developed as office use.

Together, the requested discretionary actions constitute a *project* that is subject to review under the California Environmental Quality Act (CEQA) (California Public Resources Code, Division 13, Section 21000, *et seq.*), and the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, *et seq.*). The Lead Agency prepared an Initial Study pursuant to the requirements of CEQA Statutes and determined that the proposed project requires an Environmental Impact Report (EIR) to comply with CEQA.

An EIR is a public document designed to provide decision makers and the public with an analysis of the environmental effects of a proposed project, to indicate possible ways to reduce or avoid environmental damage, and to identify alternatives to a project.

This EIR has been prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from implementing the proposed project as described herein. Furthermore, this EIR has been prepared in accordance with the CEQA Statutes and was prepared by professional planning consultants under contract to the City of El Monte, as the Lead Agency for the preparation of this EIR, as defined by CEQA (Public Resources Code, Section 21067, as amended). The content of this document reflects the independent judgment of the City of El Monte.

The controlling law is CEQA, which was originally enacted in 1970 and has been amended a number of times since then. The legislative intent of these regulations is established in Section 21000 of the California Public Resources Code:

The Legislature finds and declares as follows:

- a) *The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.*
- b) *It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.*
- c) *There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.*
- d) *The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.*
- e) *Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.*
- f) *The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.*
- g) *It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.*

Furthermore, Section 21001 states that the Legislature further finds and declares that it is policy of the State to:

- a) *Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.*

- b) Take all action necessary to provide the people of the state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
- c) Prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of major periods of California history.
- d) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
- e) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
- f) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
- g) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002 of the Public Resources Code, quoted below:

The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual project may be approved in spite of one or more significant effects thereof.

This EIR was prepared in compliance with the applicable CEQA Statutes.

TYPE OF EIR

This EIR has been prepared as a project-level EIR as defined by Section 15161 of the State CEQA Guidelines. Specifically, Section 15161 of the State CEQA Guidelines indicates that a project-level EIR is the most common type of EIR and examines the environmental impacts of a specific development proposal. This type of EIR should focus primarily on the changes in the physical environment that would result from the development of a project. The EIR shall examine all phases of the project including planning, construction, and operation. Accordingly, this EIR has been prepared as a project-level EIR and analyzes the specific environmental impacts that could be associated with construction and operation of the proposed project. It should be noted that the proposed project includes land use and zoning text amendments that will be examined for broader, program-level implications, if any.

Organization of the EIR

This EIR is divided into two volumes. Volume I contains the following nine (9) sections:

Section 1.0	Introduction	
Section 2.0	Executive Summary	Provides a summary of project impacts and mitigation measures
Section 3.0	Project Description	Provides a detailed description of the planning, construction, and operation of the proposed project
Section 4.0	Environmental Impact Analysis	Considers short-term and long-term impacts and identifies mitigation measures designed to reduce significant impacts
Section 5.0	Alternatives	Provides an analysis of alternatives to the proposed project
Section 6.0	Analysis of Long-Term Effects	Provides an analysis of cumulative impacts, growth-inducing impacts, and significant irreversible environmental impacts

Section 7.0	Effects Found Not to be Significant	Identifies areas of no significant impact
Section 8.0	Preparation Team	Lists the preparers of this DEIR
Section 9.0	Organizations and Persons Consulted	Contains reference to people and organizations consulted in preparation of this DEIR

Volume II contains Appendix materials A through F, as listed below. Volume II includes documentation of the EIR scoping process along with the technical studies and background reports prepared as part of the environmental review process associated with the proposed project.

Appendix A	Scoping Materials
Appendix B	Air Quality and Climate Change Assessment
Appendix C	Geotechnical Investigation
Appendix D	Phase I Environmental Site Assessments
Appendix E	Phase II Environmental Site Assessments
Appendix F	Noise Study
Appendix G	Traffic Impact Analysis
Appendix H	Alternatives Data

After publication and public review of the Draft EIR, the Lead Agency will prepare a Final EIR (FEIR). The FEIR, a mitigation monitoring reporting program (MMRP), responses to public comments, revisions to the DEIR, findings of fact, and any required statements of overriding considerations will be identified as Volume III.

Approach to EIR Analysis

The analytical approach to the components of the project is summarized below.

EXISTING CONDITIONS

The project is located on a previously developed site in El Monte, Los Angeles County, California. Previous development on the project site has been recently demolished. The site is currently vacant and contains demolition debris and ornamental landscaping, including some mature trees. The project site is surrounded by commercial uses and the area is completely built-out and urbanized. The project site was previously developed with two industrial buildings, parking areas, and concrete slabs. The site was previously occupied by an industrial use for the manufacture of external aircraft fuel drop tanks and aircraft assembly since approximately 1953 until approximately 2010. All structures and concrete pads have been recently demolished. Demolition debris and remaining landscaping, including some mature trees, remain on the project site. The site is bound to the north by Flair Drive, to the south by commercial uses, to the east by commercial uses, and to the west by Rio Hondo Avenue. Interstate 10 (I-10) is located to the north of the project site, north of Flair Drive. The site is approximately 3.6 miles west of I-605, 2 miles north of SR-60, and 5.8 miles east of I-710. The project site is fairly level with elevations ranging from approximately 252 feet above mean sea level at the south end of the site and 258 feet above mean sea level at the north end of the site.

MIXED USE DEVELOPMENT

The project includes applications for a General Plan Amendment, Specific Plan, Development Agreement, Tentative Tract Map, two Conditional Use Permits, and Design Review to construct a mixed use development which consists of a 250-room hotel, 640,000 square feet of retail use, 50,000 square feet of restaurant use, and 600 residential units. As an additional alternative, the Specific Plan allows for an option of up to twenty percent of the proposed retail use to be developed as office space. Pursuant to CEQA, the environmental analysis presented in this EIR will focus on the physical changes to the environment that would result from the development and occupancy of the proposed project. Planning applications for the general plan amendment, specific plan, and conditional use permits will be analyzed in the Land Use and Planning section (Section 4.8) to determine consistency with the mitigating policies and standards of applicable planning documents.

SCOPING AND PUBLIC REVIEW

SCOPING MEETING

A scoping meeting was held on July 30, 2014 to receive agency and public input regarding the content of this EIR. Pursuant to CEQA Guidelines §§ 15082 (c) and 15083, the scoping meeting helps to consult directly with agencies and the community regarding concerns related to the environmental effects of the proposed project. Notice of the scoping meeting was published in the Mid Valley News on July 9, 2014. Notice was also sent to agencies and property owners within the Flair Business Park. Five individuals attended this scoping meeting; however no comment cards identifying issues to be discussed in the EIR were provided. Notes were taken to record attendee questions and comments. Table 1-1 (Scoping Meeting Comments) summarizes the comments received at the meeting.

NOTICE OF PREPARATION

To define the scope of the investigation of this EIR, the City of El Monte distributed a Notice of Preparation (NOP) to city, county, and state agencies; other public agencies; and interested private organizations and individuals (attached as Appendix A). The purpose of the NOP was to identify agency and public concerns regarding potential impacts of the proposed project and to request suggestions concerning ways to avoid significant impacts (Section 15082, CEQA Guidelines). The NOP was published in the Mid Valley News on July 9, 2014. The NOP was sent to agencies and property owners within the Flair Business Park on July 10, 2014. The noticing period for public comment on this project ranged from July 11, 2014 to August 11, 2014.

An Initial Study was prepared pursuant to Section 15063 of the State CEQA Guidelines that sets forth the required contents of an Initial Study. Those requirements include a description of the proposed project, including the location of the proposed project, identification of the environmental setting, identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries, a discussion of ways to mitigate significant effects identified, if any, an examination of whether the proposed project is compatible with existing zoning, plans, and other applicable land use controls, and the name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

The Initial Study was used as a screening tool to identify potentially significant impacts to be analyzed in the EIR. Any impacts found to be less than significant or non-existent need not be analyzed in the EIR. The Initial Study was made available with the NOP to provide the rationale for those topics to be analyzed in or excluded from the EIR. Fifteen electronic copies of the Initial Study were submitted to the State Clearinghouse on July 11, 2014 for distribution to state agencies. The Initial Study was made available for review on the City's website on July 11, 2014 (<http://www.elmonte.org/Government/EconomicDevelopment/Planning.aspx>), copies were also available at City Hall and at the Norwood library branch. Copies of written comments received during the public review period for the NOP are included in Appendix A of this EIR. Six comment letters were submitted in response to the NOP and have been summarized in Table 1-2 (NOP Comments).

**Table 1-1
Scoping Meeting Comments**

Environmental Topic	Summary
Air Quality	Emissions
Hazardous Materials	Ground contamination
Land Use and Planning	Maximum allowable office space
Public Services	Public safety
Transportation and Traffic	Site and Flair District access, public transit, parking

**Table 1-2
NOP Comments**

Commenter	Summary
South Coast Air Quality Management District	Recommends use of the 1993 Air Quality Handbook in the analysis of potential adverse air quality impacts associated with construction and operation of the project. Recommends the identification of potential air quality impacts from all phases of the project. Recommends air quality analysis in light of both regional and localized thresholds. Recommends preparation of a health risk assessment if the project will generate or attract heavy-duty truck trips. Recommends assessment of siting and incompatible uses. Includes data and mitigation sources.
California Department of Transportation	States that the Interstate 10 is currently operating at LOS E or F during the peak hours and that a traffic study should be prepared to evaluate the impact of the proposed project. General traffic analysis guidance is provided.
Native American Heritage Commission	Recommends that mitigation plan provisions for the identification and evaluation of accidentally discovered resources be included and that a certified archaeologist and a culturally affiliated Native American monitor all ground-disturbing activities. It is suggested that this be coordinated with NAHC, if possible. Recommends the avoidance of sacred and/or historical sites. Recommends that provisions for discovery of Native American human remains be included in mitigation plan. Provides a list of appropriate Native American contacts for consultation.
Los Angeles County Metropolitan Transportation Authority	Conveys recommendations in regards to LACMTA facilities that may be affected by the proposed project and provides notification that a Transportation Impact Analysis is required under the State of California Congestion Management Program statute.

NOTICE OF COMPLETION AND PUBLIC REVIEW OF DRAFT EIR

Pursuant to Section 15085 of the State CEQA Guidelines, a Notice of Completion (NOC) was filed with the State Office of Planning and Research (OPR) on October 24, 2014 and the Draft EIR (DEIR) circulated for public and agency review for a period of 45 days through December 8, 2014. Notice of the availability of the DEIR was published in the Mid Valley News newspaper. Hard copies of the DEIR available at City Hall, Norwood Library, and El Monte Community Center. Electronic copies of the DEIR were made available to responsible agencies, local agencies, and concerned agencies and individuals, as requested. Comments are due before 5:00 PM on Monday, December 8, 2014.

RESPONSE TO COMMENTS ON DEIR

Comments from all agencies and individuals are invited regarding the information contained in the DEIR. Such comments should explain any perceived deficiencies in the assessment of impacts, identify the information that is purportedly lacking in the DEIR or indicate where the information may be found. All comments to the DEIR are to be submitted to:

Jason C. Mikaelian, AICP, Planning Services Manager
jmikaelian@elmonteca.gov
 City of El Monte
 Economic Development Department
 11333 Valley Boulevard
 El Monte, California 91731
 626.258.8626

Following a 45-day period of circulation and review of the DEIR, all comments and the response to the comments shall be incorporated into a FEIR prior to certification of the document by the City of El Monte.

AVAILABILITY OF MATERIALS

All materials related to the preparation of this EIR are available for public review. Electronic copies have been made available on the City's website (<http://www.elmonte.org/Government/EconomicDevelopment/Planning.aspx>). Hard copies of the DEIR are available at the following locations:

City of El Monte
 Economic Development Department
 11333 Valley Boulevard
 El Monte, California 91731
 626.258.8626

For an appointment to review DEIR materials, please contact Jason Mikaelian, Planning Services Manager

Norwood Library
 4550 N. Peck Road
 El Monte, California 91732
 626.443.3147

El Monte Community Center
 3130 Tyler Avenue
 El Monte, California 91731
 626.580.2200

CITATION

Preparation of this EIR relied on information from many sources including the appendix materials previously listed and numerous other references. Pursuant to Section 15148 of the State CEQA Guidelines, citations from the appendix materials and other sources are provided throughout the EIR. Citations are numbered sequentially and inclusive to each environmental section (Sections 4.1 through 4.14). References are located at the end of each environmental impact section. Resources are referenced in the following manner:

Books and Technical Reports

Author. Agency. Department. Document Title. Publication Date

Internet Resources

Author. Agency. Department. Webpage Title/ Web Address [Access Date]

Persons Consulted

Name. Agency. Department. "Personal Communication". Date Consulted

2.0 Executive Summary

EXECUTIVE SUMMARY

Project Summary

The proposed Flair Spectrum Specific Plan includes the construction of a mixed-use development with multiple components. The proposed project includes two 19-story residential buildings with a combined 600 dwelling units above a seven-story parking structure (with one level below-grade). Shared common outdoor space will be provided for residents in the form of a “green deck” on the roof of the residential parking structure between the two residential buildings. The proposed project also includes a 690,000 gross square foot retail outlet center, with 640,000 gross square feet of retail space on two floors and 50,000 square feet of restaurant space on a third floor roof deck. Below the retail development will be one level of below-grade parking. The majority of the outlet center will be 60 feet high, with portions of it rising up to as high as 80 feet. Additionally, the project includes a 13-story, 240,000 square foot hotel with 250 rooms with rooftop dining and two levels of below-grade parking. The total height of the hotel building will be 160 feet. Combined, the project will include 930,000 square feet of commercial space and 600 residential units.

Project Location

The project site is located at 9400 Flair Drive in the City of El Monte, Los Angeles County, California. The project site is bound by Flair Drive and Interstate 10 to the north, Rio Hondo Avenue to the west, and commercial uses to the south and east. The project site is located in the westernmost portion of the City of El Monte, and is located near the boundaries with the City’s of South El Monte and Rosemead.

Environmental Setting

The project site is surrounded by commercial uses and roadways and the area is completely developed and urbanized. The project site is bound to the north by Flair Drive, to the south by commercial uses, to the east by commercial uses, and to the west by Rio Hondo Avenue. Interstate 10 (I-10) is located to the north of the project site, north of Flair Drive. The site is approximately 3.6 miles west of I-605, 2 miles north of SR-60, and 5.8 miles east of I-710.

The project is located on a previously developed site; however, previous development on the project site has been demolished. The site is currently vacant and contains demolition debris and ornamental landscaping, including some mature trees. The project site was previously developed with two industrial buildings, parking areas, and concrete slabs. Historic uses of the site include an industrial use for the manufacturing of external aircraft fuel drop tanks and aircraft assembly since approximately 1953 until approximately 2010. The project site has an area of 14.66 acres and is square shaped with approximately 750 feet of frontage along Flair Drive and 850 feet of frontage along Rio Hondo Avenue. The project site is generally level with elevations ranging between approximately 252 feet above mean sea level (AMSL) at the south end of the project site and 258 feet AMSL at the north end of the project site. Table 2.1 (Surrounding Land Uses) summarizes the land use designations and zoning districts for the surrounding areas.

Table 2.1
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	Office-Professional	Office-Professional (OP)	Vacant
North*	Low Density Residential (on north side of freeway)	Single Family Residential (R-1)	Freeway Right-of-Way Single-Family Residential
South	Office-Professional	Office-Professional (OP)	Commercial/Retail
East	Office-Professional	Office-Professional (OP)	Commercial/Retail
West	Office-Professional	Office-Professional (OP)	Commercial/Retail
* City of Rosemead			

Environmental Impacts

Based on the preliminary environmental analysis of the project included in the project Initial Study (see Appendix A), potentially significant environmental effects could occur with regard to the following issues:

Topic	Issue
Aesthetics	Scenic Vistas Light and Glare
Air Quality	Air Quality Planning Criteria Pollutants Cumulative Air Quality Impacts Sensitive Receptors
Cultural Resources	Archaeological Resources Paleontological Resources
Geology and Soils	Seismic-Related Ground Failure (Liquefaction) Unstable Geologic Units Expansive Soils
Greenhouse Gas Emissions	Greenhouse Gas Emissions Reduction Planning
Hazards and Hazardous Materials	Transport, Use, Disposal Risk of Upset Hazardous Materials Near a School Cortese List Emergency Evacuation Plan
Hydrology and Water Quality	Flooding Through Drainage Pattern Alteration Storm Drain Capacity
Land Use and Planning	Land Use Consistency
Noise	Noise Level Standards Vibration Ambient Noise Temporary and Periodic Noise
Population and Housing	Induce Population Growth
Public Services	Fire Protection Police Protection Schools Parks Other Public Facilities
Transportation and Traffic	Intersection Performance Congestion Management Program Performance Design Features Emergency Access Transit, Bike, Pedestrian Policies
Utilities and Service Systems	Water and Wastewater Facilities Storm Drain Facilities Water Supply Wastewater Treatment

This EIR examines each of these issues in separate sections, in addition to other required topics specified in the State CEQA Guidelines. Table 2.2 (Significant and Unavoidable Impacts), Table 2.3 (Less than Significant Impacts with Mitigation Incorporated), and Table 2.4 (Less than Significant and No Impacts) at the end of this section summarize the environmental impacts associated with the project and lists the mitigation measures and standard conditions required to minimize, reduce, or avoid potentially significant impacts.

CEQA Guidelines Section 15128 requires a statement indicating the reason that various possible significant effects are determined not to be significant and therefore are not discussed in the EIR. The NOP was published in the Mid Valley News on July 9, 2014. The NOP was sent to agencies and property owners within the Flair Business Park on July 10, 2014. The noticing period for public comment on this project ranged from July 11, 2014 to August 11, 2014. The Initial Study prepared for the project determined that the impacts listed below would not occur or would be less than significant; therefore, these topics have not been further analyzed in this EIR. Please refer to Appendix A (Initial Study) for explanations of the basis for these conclusions.

Issues to be Resolved

Pursuant to Section 15123(b)(3) of the CEQA Guidelines, an EIR summary must identify "Issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects." This EIR identifies and resolves issues related to project alternatives in Section 5. Potentially significant impacts are identified in the analysis provided in Section 4 and mitigation is considered for all impacts.

Areas of Potential Controversy

The public Scoping Meeting was held for the project on July 30, 2014 and no areas of controversy were identified. Five individuals attended this scoping meeting; however no comment cards identifying issues to be discussed in the EIR were provided. Notes were taken to record attendee questions and comments. Comments received at the meeting were related to air quality, hazardous materials, land use and planning, public services, and transportation and traffic. Responses to the circulation of the Notice of Preparation (NOP) identified a variety of environmental concerns related to air quality, transportation, and cultural resources (see Appendix A). These areas of potential controversy are examined in this EIR.

Alternatives to the Proposed Project

CEQA requires that an EIR examine alternatives to the project that are capable of reducing or eliminating environmental impacts. The alternatives examined in Section 5.0 are:

- Alternative 1: No Project
- Alternative 2: Alternative Locations
- Alternative 3: Alternative Site Plans
- Alternative 4: No Residential Development
- Alternative 5: No Commercial Development
- Alternative 6: No Hotel Development
- Alternative 7: Office Development
- Alternative 8: Reduced Project Size
- Alternative 9: Modified Construction Programming
- Alternative 10: Existing Standards

The alternatives screening procedures found that Alternatives 2, 3, 5, and 6 would not meet the objectives of the project or would not reduce or avoid any significant impacts and were rejected. Impacts from Alternatives 1, 7, 8, 9, and 10 were compared to the project to determine which would result in the least impacts to the environment. Alternative 1 was found to be the environmentally superior alternative. 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 7, Alternative 8, and Alternative 9.

**Table 2.2
Significant and Unavoidable Impacts**

Impact	Summary	Mitigation Measures
	<i>Air Quality</i>	
4.2.A	The proposed project will conflict with implementation of the South Coast Air Basin Air Quality Management Plan. After consideration of reasonable mitigation, impacts are found to be significant and unavoidable.	
4.2.B	Operation of the proposed project will exceed daily thresholds for oxides of nitrogen, carbon monoxide, and particulate matter and remain significant and unavoidable after consideration of reasonable mitigation.	4.2.B-1 4.2.B-2 4.2.B-3 4.2.B-4
4.2.C	Operation of the proposed project will contribute considerably to regional air quality impacts and have been found to be significant and unavoidable.	
4.2.D	The project will result in exposure of local receptors to excessive particulate matter emissions that will remain significant and unavoidable after application of regulatory requirements and consideration of feasible mitigation.	

**Table 2.3
Less than Significant Impacts with Mitigation Incorporated**

Impact	Summary	Mitigation Measures
	<i>Aesthetics</i>	
4.1.B	Lighting impacts from pylon signs and impacts related to glare will be less than significant with mitigation incorporated.	4.1.B-1 4.1.B-2 4.1.B-3
	<i>Cultural Resources</i>	
4.3.A 4.3.B	The proposed project would not cause adverse change in significance of an archeological resource or destroy a unique paleontological resource, site, or unique geologic feature. There would be less than significant with mitigation incorporated.	4.3.A-1 4.3.A-2 4.3.A-3
	<i>Hazards and Hazardous Materials</i>	
4.6.A 4.6.B 4.6.C 4.6.D	The proposed project will not create a significant hazard to the public or the environment with the compliance of existing regulations and implementation of the clarifier removal work plan. Impacts will be less than significant with mitigation incorporated.	4.6.A-1
	<i>Noise</i>	
4.9.D	The proposed project would not result in substantial temporary or periodic increase in ambient noise levels with mitigation incorporation.	4.9.D-1 4.9.D-2
	<i>Transportation and Traffic</i>	
4.13.A	Shot-term construction related traffic impact will be significant and unavoidable with incorporation of mitigation measures.	4.13.A-1 4.13.A-2

Impact	Summary	Mitigation Measures
	Impacts on the performance of the local and regional transportation systems due to increase traffic generation from the proposed mixed-use development in consideration of cumulative traffic increase over the long-term and short-term construction-related impacts will be significant and unavoidable with implementation of existing regulations and mitigation measures.	4.13.A-3 4.13.A-4 4.13.A-5 4.13.A-6 4.13.A-7 4.13.A-8 4.13.A-9 4.13.A-10

Table 2.4
Less than Significant and No Impacts

Impact	Summary
	<i>Aesthetics</i>
4.1.A	Based on analysis of the visual simulation, impacts to scenic vistas will be less than significant.
	<i>Geology and Soils</i>
4.4.A 4.4.B 4.4.C	The proposed project will not expose people or structures to potential substantial adverse effects involving liquefaction, lateral spreading, subsidence, collapse, or expansive soils. Impacts would be less than significant.
	<i>Greenhouse Gas Emissions</i>
4.5.A	The proposed project will not generate direct or indirect greenhouse gas emissions that will contribute considerably to global climate change. Impacts will be less than significant with implementation of project design features and regulatory requirements.
4.5.B	The proposed project is consistent with the state Scoping Plan in support of the California Global Warming Solutions Act. Impacts will be less than significant.
	<i>Hazards and Hazardous Materials</i>
4.6.E	The proposed project will result in less than significant impacts related to emergency access and evacuation to and from Flair Park.
	<i>Hydrology and Water Quality</i>
4.7.A 4.7.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.
	<i>Land Use and Planning</i>
4.8.A	The proposed project will not conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. Impacts will be less than significant.
	<i>Population and Housing</i>
4.10.A	Impacts related to inducing population will be less than significant.
	<i>Public Services</i>
4.11.A	Impacts related to the expansion of fire protection facilities to maintain applicable service standards will be less than significant with implementation of existing General Plan and Municipal Code policies and requirements.
4.11.B	Impacts related to the expansion of police facilities to maintain applicable service standards will be less than significant with implementation of existing General Plan and Municipal Code policies and requirements.
4.11.C	The proposed project will not require construction or expansion of a new school

Impact	Summary
	facility or expansion of an existing school facility. Impacts will be less than significant.
4.11.D	The proposed project will not require the construction or expansion of new park or recreation facilities. Impacts will be less than significant.
4.11.E	The proposed project will not require the construction or expansion of libraries or other public service facilities. Impacts will be less than significant.
	<i>Recreation</i>
4.12.A	The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Impacts will be less than significant.
4.12.B	The proposed project would not include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environmental. No impacts will result.
	<i>Noise</i>
4.9.A 4.9.C	The proposed project would not expose people to or generate noise levels in excess of applicable standards. Impacts will be less than significant.
4.9.B	The proposed project would not result in the exposure persons to or generation of excessive groundborne vibration. Impacts will be less than significant.
	<i>Transportation and Traffic</i>
4.13.B	The proposed project will not conflict with the Los Angeles County Congestion Management Program. Impacts will be less than significant.
4.13.C	The project will not result in hazardous roadway design features or result in inadequate parking that could result in traffic and/or pedestrian hazards. Impacts will be less than significant.
4.13.D	The project will not result in inadequate emergency access. Impacts will be less than significant.
4.13.E	The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Impacts would be less than significant.
	<i>Utilities and Service Systems</i>
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.
4.14.B	The proposed project would not require expansion of any storm drain or construction of any new storm drains. Impacts will be less than significant.
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.
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.

3.0 Project Description

3.0 PROJECT DESCRIPTION

Project Title

Flair Spectrum Specific Plan

Project Applicant

Flair Spectrum, LLC
3033 West Mission Road
Alhambra, California 91803

Project Location

The project site is located at 9400 Flair Drive in the City of El Monte, Los Angeles County, California (See Exhibit 3-1, Regional Context and Vicinity Map). The project site is bound by Flair Drive and Interstate 10 to the north, Rio Hondo Avenue to the west, and commercial uses to the south and east. The project site is located in the westernmost portion of the City of El Monte, and is located near the boundaries with the City's of South El Monte and Rosemead.

- Latitude 34° 04' 13.91" North, Longitude 118° 03' 46.89" West
- Assessor's Parcel 8581-001-046, -025, and -029
- 9400 Flair Drive, El Monte, California, 91731

Environmental Setting

The project site is surrounded by commercial uses and roadways and the area is completely developed and urbanized. The project site is bound to the north by Flair Drive, to the south by commercial uses, to the east by commercial uses, and to the west by Rio Hondo Avenue. Interstate 10 (I-10) is located to the north of the project site, north of Flair Drive. The site is approximately 3.6 miles west of I-605, 2 miles north of SR-60, and 5.8 miles east of I-710.

SITE CONDITIONS

The project is located on a previously developed site in El Monte, Los Angeles County, California. Previous development on the project site has been demolished. The site is currently vacant and contains demolition debris and ornamental landscaping, including some mature trees. The project site was previously developed with two industrial buildings, parking areas, and concrete slabs. The site was previously occupied by an industrial use for the manufacturing of external aircraft fuel drop tanks and aircraft assembly since approximately 1953 until approximately 2010. The project site has an area of 14.66 acres and is square shaped with approximately 750 feet of frontage along Flair Drive and 850 feet of frontage along Rio Hondo Avenue. The project site is generally level with elevations ranging between approximately 252 feet above mean sea level (AMSL) at the south end of the project site and 258 feet AMSL at the north end of the project site. Exhibit 4.1-1 (Photographic Survey) provides details on the existing conditions of the project site and surrounding uses. Note that the photograph location aerial reflects the pre-demolition condition of the site.

SURROUNDING LAND USES

The proposed project is bounded on the north by Flair Drive and Interstate 10. Interstate 10 proceeds in an east-west direction, and facilitates access to the site through off-ramps at Rosemead Boulevard and Baldwin Avenue. North of the Freeway are single family residential uses in the City of Rosemead. The land uses to the west, east, and south are multi-story commercial and office uses. Surrounding uses are summarized in Table 3-1 (Surrounding Land Uses).

Table 3-1
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	<i>Office-Professional</i>	Office-Professional (OP)	Vacant
North*	Low Density Residential (on north side of freeway)	Single Family Residential (R-1)	Freeway Right-of-Way Single-Family Residential
South	Office-Professional	Office-Professional (OP)	Commercial/Retail
East	Office-Professional	Office-Professional (OP)	Commercial/Retail
West	Office-Professional	Office-Professional (OP)	Commercial/Retail
* City of Rosemead			

The Project

PROJECT SUMMARY

The proposed project is located on approximately 14.66 acres and includes the construction of a mixed-use development with the following components (see Exhibit 3-2, Conceptual Site Plan and Exhibit 4.1-2, Visual Simulations):

- Two 19-story residential buildings with a combined 600 dwelling units above an eight-story parking structure (with one level below-grade). The total land area of the residential portion is approximately 4.18 acres, resulting in a density of 144 units per acre. Additionally, shared common outdoor space will be provided for residents in the form of a “green deck” on the roof of the residential parking structure between the two residential buildings. The height of the roof deck will be 80 feet and the total height of the residential buildings with the parking will be 320 feet.
- A 690,000 gross square foot retail outlet center, with 640,000 gross square feet of retail space on two floors and 50,000 square feet of restaurant space on a third floor roof deck. Below the retail development will be one level of below-grade parking. The total land area of the outlet center is 7.8 acres, resulting in a Floor Area Ratio (FAR) of 2.0. The majority of the outlet center will be 60 feet high, with portions of it rising up to as high as 80 feet.
- A 13-story, 240,000 square foot hotel with 250 rooms with rooftop dining and two levels of below-grade parking. The total land area of the hotel portion is 4.18 acres, resulting in a FAR of 1.3. The total height of the hotel building will be 160 feet.

Combined, the project will include 930,000 square feet of commercial space and 600 residential units, for a FAR Ratio for the commercial component of 1.46 and residential density of 41 units per acre (note: the 2011 El Monte General Plan only uses FAR for commercial development and uses units per acre for residential uses).

PROJECT OBJECTIVES

The Flair Spectrum Specific Plan reflects the City of El Monte’s long-term objectives that include expansion of the City’s economic base consistent with maintaining and enhancing the high quality of life for all residents. The following objectives, achieved through implementation of the Specific Plan, have been identified for the project:

1. Establish a signature luxury retail outlet center with a mix of residential, potential office, and hospitality uses that will create a dynamic and lively core for Flair Park.
2. Create an economically vibrant and diverse center that provides services and amenities to the community and region, which provides the City with economic benefits through employment opportunities and tax revenues.
3. Ensure the retail outlet center, visitor-serving uses, residential towers, parking facilities, outdoor rooftop spaces, and street-front entrances are easily connected through a network of visual and pedestrian linkages.
4. To provide multi-family residential dwelling units that facilitate housing diversity and choice, particularly close to employment centers, and will include a wide range of residential amenities and communal spaces.

5. Provide flexible standards that permit limited modifications between retail, restaurants, and office spaces that align with the ever changing market conditions and allow for long-term financial stability.
6. Create an identifiable and a visually inviting mixed use center through iconic architecture and placemaking principles to create an attractive, authentic, and livable center.
7. Create a series of attractive, interconnected gathering spaces, including rooftop terraces, outdoor dining spaces, gardens, green decks, courtyards, pools, lounges, and other outdoor facilities to meet the recreational and social needs of residents, visitors, and guests.
8. Provide for flexible parking standards to encourage shared-use parking facilities that sufficiently meets the parking demand for all uses at all times.
9. Provide for safe and efficient vehicular and pedestrian movement within and through Flair Park, while providing connectivity to the Emerald Necklace's network of bikeways, multi-use trails, parks, and greenways located along the Rio Hondo River.
10. Lessen the potential transportation impacts to the greatest extent feasible by providing innovative transportation demand strategies and alternative transportation options.
11. Establish infrastructure improvements for water, sewer, storm drains, utilities, roads, intersections, and other facilities to adequately support development.
12. Ensure that public and recreational facilities, learning and educational institutions, and other public services adequately serve new residents and visitors.
13. Minimize adverse impacts to surrounding uses while allowing for views to the San Gabriel Mountains.
14. Create a more sustainable environment by incorporating strategies that minimize the consumption of natural resources, conserve energy and water, incorporate natural systems, and reduce introduction of pollutants into the environment.

For purposes of this EIR and evaluating potential alternatives to the proposed project, the following summary objectives of the above are considered:

1. Establish a retail outlet center with a mix of residential, hospitality and potential office uses
2. Create a development that provides community and regional services from within Flair Park
3. Provide multi-family dwelling units that offer housing diversity and choice
4. Construct a hotel that is operational by July 1, 2016
5. Develop retail, hospitality, and potential office uses that can accommodate approximately 1,800 jobs

CONSTRUCTION PROGRAM

Construction of the proposed project will occur in two phases. Phase 1 will consist of the construction of the hotel with two levels of below-grade parking, retail spaces with one level of below-grade parking, and restaurant spaces. In addition, eight levels of the retail and residential parking, including one level of below-grade parking and seven levels of above grading parking, will be constructed during this phase. This phase is anticipated to begin January 2015 and take approximately 21 months to complete. Construction of the residential towers will occur during Phase 2. Phase 2 is anticipated to begin October 2017 and take approximately 24 months to complete. Construction will occur between the hours of 6:30 AM and 4:30 PM, Monday through Friday. Development of the project site will require 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, including removal of existing contaminated soils and deleterious objects. 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. Soil will be exported using 15-CY bottom dump trucks via Interstate 10. Trucks will access the freeway going westbound via Flair Drive to Rosemead Boulevard or Flair Drive going eastbound. During building construction, an average of eight trucks per day is estimated to deliver construction materials. All construction staging will occur on site.

CIRCULATION AND PARKING

The project site is generally bound by Flair Drive to the north and Rio Hondo Avenue to the west. Access to the site is provided via a total of five driveways along Flair Drive and Rio Hondo Avenue. One driveway on Flair Drive and two driveways on Rio Hondo Avenue will provide access to parking. One driveway on Flair Drive will provide access to the hotel entry area and provide for guest pick-up and drop-off (see Exhibit 3-2, Site Plan).

Flair Drive is a 45-foot wide, two-lane, undivided roadway. The project includes the widening of Flair Drive to 63 feet to provide public sidewalks and parkway. Rio Hondo Avenue is a 60-foot wide, two-lane, undivided roadway. The project includes the widening of Rio Hondo Avenue to 90 feet to provide public sidewalks and a parkway.

The project includes construction of the following parking areas:

- 2-levels of subterranean parking with 341 spaces under the hotel site. The main access to this parking would be off of Flair Drive;
- 1-level of subterranean parking with 750 spaces under the retail outlet center site. The main access to this parking would be off of Rio Hondo Avenue; and
- 1-level of subterranean parking and 7-levels of above ground parking with a total of 2,400 spaces on the residential site. Approximately 1,300 of the spaces will be reserved exclusively for residents and their guests. Their parking will be accessed off of Rio Hondo Avenue. The remaining 1,100 parking spaces will be used for the retail outlet center.
- The parking for the retail outlet center and the hotel can also be internally accessible.
- The project includes bicycle parking facilities throughout the development and will also include electric vehicle (EV) charging stations.

Residential access will be taken via a residential entry court on the southwest portion of the project site on Rio Hondo Avenue. Access to the outlet mall parking will be provided on Flair Drive and Rio Hondo Avenue. Hotel and retail delivery docks will be provided on the east side of the development with access provided via a new, private driveway. The driveway will be approximately 36 feet in width. Trash service will also be provided from this area.

Phase 1 of the project will include constructing the hotel parking structure, retail outlet center parking structure, and residential parking structure (while all parking on the residential site will be constructed as part of Phase 1, only 5 of the 8 levels will be used upon occupancy of the retail outlet center and hotel). Upon completion of Phase 2, an additional 900 parking spaces will be available for a total build-out parking supply of 3,491 parking stalls. Based on El Monte Municipal Code Chapters 17.08 and 17.45, 3,481 spaces will be required at build out and thus the project is providing 10 more parking spaces than required by code. The hotel will include two levels of subsurface parking. The outlet mall and restaurant parking structure will include one level of subsurface parking. The residential parking structure will include one level of subsurface parking and six levels of above grade parking. Pursuant to the California Building Code, a minimum of 45 handicap accessible parking spaces will be provided. Although the outlet mall and residential parking structures will be constructed as one, they will operate independently. Residential parking will have a dedicated entry and set of internal ramps so that the residential portion of the structure operates as a separate loop.

LANDSCAPING AND OPEN SPACE

The proposed project includes landscaping throughout the project site including landscaping and trees along the perimeter of the project site, within the cocktail/reception and outdoor ceremony area on the rooftop of the hotel, within outdoor patios, on rooftop plaza areas on the retail rooftop and throughout a green deck for residences. Residential open space is required pursuant to the proposed Specific Plan at a minimum of 125 square feet per unit for a total of 75,000 square feet. 50,000 square feet of the minimum required residential open space (67 percent) is required as common open space. Existing street trees and other landscaping in the public right-of-way shall be removed and replaced. Rooftop dining areas will include landscaped pedestrian walkways, seating areas, reflecting pools, and a skylight opening down into the retail use below. A pool and residential amenities will be provided on the southern portion of the

project site between the residential towers. The landscape design includes use of zelkova (a type of elm tree) “village green” streets, crape myrtle, date palm, Mexican fan palm, and windmill palm.

SIGNAGE

The primary retail signage will be included along Flair Drive and Rio Hondo Avenue in the form of pylon signs and digital wall signs. An LED video marquee or other digital wall may be located along the retail and hotel portions of the project. Incidental monument, tenant, pedestrian, and parking signs and lighting will also be constructed as part of the project. The applicant shall secure a Master Sign Program for the site prior to the completion of the project. The following summarizes the types of signs permitted by the proposed Specific Plan. The Specific Plan includes additional guidelines and regulations regarding sign height and area.

Building Wall Sign: A sign attached to, painted on, or erected against the wall and/or parapet of a building or structure, with the exposed face of the sign on a plane approximately parallel to the plane of the wall.

Digital Wall Sign (Electronic): A sign which consists of digitally produced messages or images generally large in scale, which is applied to and made integral with a wall, projected onto a wall, illuminated by LED, or other pixilated lighting where permitted.

Ground Monument Sign (Project Identification): A sign that is free-standing, mounted to the ground that does not use columns, poles, or uprights as its primary, visual structural support, and whose sign copy is limited to the name, address, and/or identifying symbol of the project, and is located within the boundaries of the Specific Plan Area.

Ground Monument Sign (Tenant Identification): A sign that is free-standing, mounted to the ground that does not use columns, poles, or uprights as its primary, visual structural support, and whose sign copy is limited to a tenant's name or identifying symbol, and is located within the boundaries of the Specific Plan Area.

Pylon Sign (Electronic): A ground-mounted sign that displays messages or images utilizing a series or grid of lights that may be changed by electronic means, including cathode ray, light emitting diode (LED) display, plasma screen, liquid crystal display (LCD), fiber optic, or other electronic media or technology.

Pylon Sign (Non-electronic): A ground-mounted sign used for advertising purposes and whose copy or message may be changed from time to time.

On-site Sign: A sign which identifies or promotes a facility, use, business, product, service, profession, commodity, activity, exhibition, display, promotion, presentation, event, person, institution, or sponsor of any of the foregoing, which is conducted, sold, manufactured, produced, exhibited, displayed, promoted, presented, broadcasted, televised, offered or occurring within this Specific Plan Area, including any incidental facility, use, business, product, service, profession, commodity, activity, exhibition, display, promotion, presentation, event, person, or institution.

Off-site Sign: A sign which identifies or promotes a facility, use, business, product, service, profession, commodity, activity, exhibition, display, promotion, presentation, event, person, institution, or sponsor of any of the foregoing, which is not conducted, sold, manufactured, produced, exhibited, displayed, promoted, presented, broadcasted, televised, offered or occurring within this Specific Plan Area, including any incidental facility, use, business, product, service, profession, commodity, activity, exhibition, display, promotion, presentation, event, person, or institution.

Pageantry Signs: A sign consisting of fabric or metal that is typically attached to light poles and building facades, and displays the project's name, the identifying symbol of the project, and/or seasonal and special event graphics.

Retail Theme Signage: A sign consisting of fabric or metal that is typically attached to light poles and building facades, and displays the tenant's name, project's name, and/or the identifying symbol of the project or tenants.

Vehicle- and Pedestrian-Oriented Directional: A pedestrian or automobile-oriented sign which indicates the route to, direction of, or location of a given point, or which provides regulatory or service information of a non-advertising character.

UTILITIES AND SERVICE SYSTEMS

The proposed project will connect to existing water and sewer mains. Sewer mains are maintained by the City of El Monte and wastewater is treated at the Whittier Narrows Water Reclamation Plant operated by the Sanitation Districts of Los Angeles County. An existing 36-inch sanitary sewer line is located under Rio Hondo Avenue to the west of the project site. The proposed project will connect to the existing sanitary sewer line under Rio Hondo Avenue via new Schedule 35 polyvinyl chloride (PVC) pipes at the northwest corner of the site and the north of the entrance driveway on Rio Hondo Avenue. A new Schedule 35 PVC pipe will be installed at the southern boundary of the site, connecting the residential portion of the site to the sanitary sewer line under Rio Hondo Avenue.

Potable water will be provided by California American Water (CAW). An existing six-inch water line is located under Flair Drive to the north; an existing 12-inch water line is located under Rio Hondo Avenue to the west; and an existing eight-inch water line starts under the property to the west of Rio Hondo Avenue and crosses Rio Hondo to the project site. The proposed project will connect to the existing water line under Flair Drive and Rio Hondo Avenue via a new American Water Works Association (AWWA) C900 PVC domestic water line that will run along the eastern, southern, and the southern half of the western boundary of the project site.

Electricity and natural gas will be provided by Southern California Edison and Southern California Gas Company. Utilities and maintenance facilities for the hotel will be installed on the first level of below-grade parking at the northern portion of the site. Utilities and maintenance facilities will be installed in the service area on the east and south sides of the retail portion of the proposed project.

OPERATIONS

The project includes an 13-story hotel providing 250 hotel rooms. The hotel will include a major ballroom (15,176 square feet) and a minor ballroom (2,528 square feet) and a total of four meeting rooms. Guest amenities include a reception lobby, den (lounge), café, specialty restaurant, and specialty bar. The hotel is estimated to require 172 employees. The retail portion of the project is designed as an outlet fashion mall. Outlet stores within the mall will provide opportunities for manufacturers to sell goods directly to the consumer as opposed to through traditional retail stores. The outlet mall is estimated to generate 1,509 jobs. The roof-level restaurants are estimated to generate 118 jobs.

EQUIVALENCY

This EIR analyzes the project as described in the project description; however, as indicated, the project proponent has included the option of developing up to twenty percent of the project as office space. At this time, it is unknown what proposed land use area would be converted to office space. To ensure consistency with the analysis conducted in this EIR and allow flexibility in future potential changes to the land use components of the project, an equivalency matrix was developed and summarized in Table 3-2 (Equivalency Matrix). The equivalency matrix is designed to allow for approximate conversion of one land use to another while keeping within the parameter used to analyze electricity demand, natural gas demand, water demand, solid waste generation, and trip generation in this EIR. Table 3-2 identifies the conversion ratio associated with the greatest limiting factor. For example, hotel space will convert to office space at a ratio of 0.211 as limited by water demand; therefore, 10,000 square feet of hotel space will convert to 2,110 square feet of office space with equivalent water demand and reduced trip generation, solid waste generation, natural gas demand, and electricity demand. Alternatively, changing the project to include 10,000 square feet of office space would require the removal of approximately 64,103 square feet of outlet mall in order to remain within the analytical parameters for traffic, solid waste, water, natural gas, and electricity assumed in this EIR. The Specific Plan indicates what approval process is required depending on the amount of conversion proposed. Note that Table 3-2 is not designed to be exact, due to rounding errors, and final equivalency determinations will need to be made at time of proposed conversion.

Table 3-2
Equivalency Matrix

Proposed Land Uses (GSF)	Optional Land Uses (GSF)						
	Outlet	Office	Hotel	Quality Restaurant	High Turnover Restaurant	Condominium	General Retail
Outlet	--	0.156	0.068	0.007	0.007	0.105	0.617
Hotel	0.402	0.211	--	0.100	0.100	0.308	0.248
Quality Restaurant	1.000	1.111	1.667	--	0.760	3.077	--
Condominium	0.148	0.196	0.335	0.045	0.035	--	0.92
<i>Limiting Factor</i>							
	Traffic						
	Solid Waste						
	Water						
	Natural Gas						
	Electricity						
--	Equivalent						
GSF = gross square feet							

Intended Uses of the EIR

The City of El Monte is the Lead Agency for the proposed project and will consider approving the proposed project and certifying the EIR. The EIR is designed to provide public disclosure of the environmental impacts of the project and allow for informed decision-making when weighing the environmental impacts of the project against its social, economic, and/or technological benefits.

Discretionary Actions

The discretionary actions associated with the proposed project include the following:

- **General Plan Amendment:** A General Plan Amendment allows for amendments and modifications to the City's General Plan. The Flair Spectrum Specific Plan proposes to amend the Professional Office Park designation of the City's General Plan to support retail, hospitality, and residential uses, and would limit properties in Flair Park with an adopted Specific Plan to a maximum density of 45 dwelling units per acre for the entire Specific Plan Area.
- **Zone Change/Specific Plan:** A Specific Plan serves as a planning tool to enhance development options. The Flair Spectrum Specific Plan would establish specific land use regulations and design standards for the properties located within the Flair Spectrum Specific Plan Area. Furthermore, the Flair Spectrum Specific Plan would serve as the policy and regulatory document for the Specific Plan Area, and would provide policy direction and project development concepts consistent with the General Plan. In addition, the City's zoning map will be amended to change the zoning of the project site to Specific Plan.
- **Tentative Parcel Map:** A tentative parcel map is a preliminary map that is used whenever a parcel or contiguous parcels of land is proposed to be subdivided for the purpose of creating fewer than five lots, fewer than five condominium units, or a community apartment project containing fewer than five apartment units. Since the Flair Spectrum Specific Plan is proposing to develop four parcels, a Tentative Parcel Map has been prepared.
- **Conditional Use Permit (hotel and multiple-family residences):** A Conditional Use Permit (CUP) is a permit issued by the City authorizing the establishment and operation of a conditional use. The Flair Spectrum Specific Plan proposes a hotel use and more than three residential units, which requires approval of two CUPs.
- **Design Review (architecture, materials, colors, and landscaping):** Design Review allows the City to evaluate the physical aspects of a development, including architecture, street alignment, grading, landscaping, site layout,

building elevations, building materials, and signage. The project will go through a Design Review to ensure that Flair Spectrum is compatible and harmonious with the design and use of surrounding properties, and promotes and maintains the public health, safety, and general welfare.

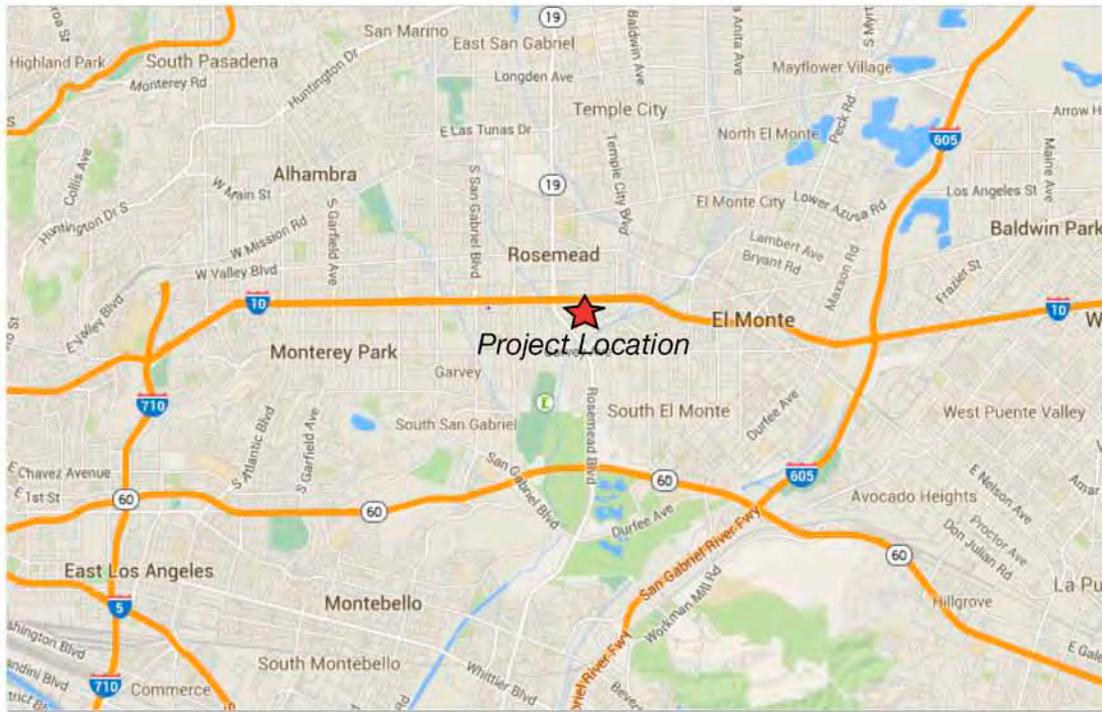
- Development Agreement: A Development Agreement is a means of providing both the City of El Monte and the property owner(s) with assurances that Flair Spectrum will be completed under the terms, conditions, and regulations in effect at the time that the authority to proceed with Flair Spectrum is granted.

Lead Agency

City of El Monte
Planning Division
11333 Valley Boulevard
El Monte, California 91731

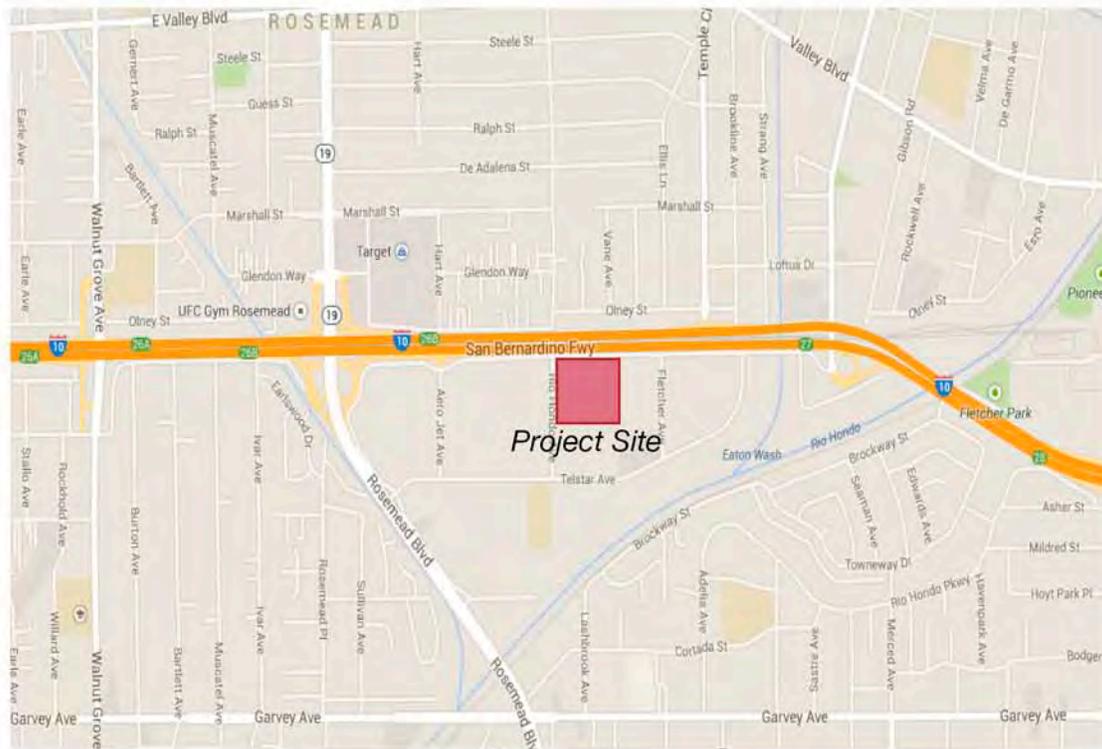
Responsible Agencies

None



Source: Google Maps

Regional



Source: Google Maps

Vicinity

Exhibit 3-1 Regional and Vicinity Map

Flair Drive Frontage Width:
750 Feet (approximately)

Flair Drive

Rio Hondo Avenue Frontage Width:
850 Feet (approximately)

Rio Hondo Avenue

Roof-Top Restaurants/
Outdoor Dining (Third Floor)
50,000 sq. ft.
of Buildings

Hotel
Site Acres: 4.18 ac
240,000 sq. ft.
of Building
250 Hotel Rooms

Luxury Outlet
Retail Center
Site Acres: 7.80 ac
640,000 sq. ft. of Building

Residential Condominiums
Site Acres: 4.18 ac
600 Units

-  Luxury Outlet Retail Center
-  Roof-Top Restaurants/Outdoor Dining (Third Floor)
-  Hotel
-  Residential Condominiums

Exhibit 3-2 Site Plan

4.0 Environmental Impact Analysis

The following section discusses potential impacts related to scenic vistas, light, and glare. As analyzed in the Initial Study, the proposed project will not significantly damage scenic resources or substantially degrade the visual character of the site and its surroundings; therefore, this EIR does not further analyze these issues. No comments regarding aesthetics were submitted during circulation of the Notice of Preparation (NOP).

Existing Conditions

The project site is currently vacant and has been recently cleared of all structures, pavement, and landscaping. Demolition debris is located on site. A chain-link fence surrounds the project site.

SCENIC VISTAS

According to the City's General Plan Environmental Impact Report (EIR), scenic vistas visible from various parts of the City include the San Gabriel Mountains to the north, the Puente Hills to the south, and the Montebello Hills to the south.¹ The San Gabriel Mountains and Puente Hills are visible from the project site and surrounding area, when not obstructed by existing urban features; however, the Montebello Hills are not visible from the project site or surrounding area (see Exhibit 4.1-1, Photographic Survey). Photographs 1, 2, 9, 10, 17, 18, 25, 30, 31, 37, and 46 of Exhibit 4.1-1 characterize views of the San Gabriel Mountains from the project site. Photograph 20 shows a single view of the Puente Hills from the project vicinity.

LIGHT AND GLARE

The City and surrounding area include a variety of light sources including commercial signage, security lighting, street lights, field lighting and local and regional parks and schools, and vehicle exterior and interior lights on local streets and Interstate 10, directly north of the project site. The project site currently generates no light as it is undeveloped.

Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Sources of daytime glare are typically concentrated in commercial areas containing large surface areas of reflective materials. Glare results from development and associated parking areas that contain reflective materials such as glass and highly polished surfaces. There are no discernible sources of glare within the project vicinity, based on the project Photographic Survey (see Exhibit 4.1-1). Furthermore, the project site currently generates no glare as it is undeveloped.

Regulatory and Planning Framework

GENERAL PLAN

The El Monte General Plan includes the following policies and programs related to lighting:

COMMUNITY DESIGN

- Policy CD-2.11 Beautify corridors by regulating the appearance and placement of commercial signs, billboards, and utility lines, and removing or consolidating other distracting appurtenances wherever feasible to present a unified corridor image.
- Policy CD-2.13 Require appropriately scaled signs based on different uses – clean monument signage for commercial centers; informational signs for roadways; and smaller-scale, customized, pedestrian-oriented signs for districts.
- Policy CD-2.14 Prohibit signs that incorporate blinking or flashing elements, pole structures, roof signs, or temporary lettering or structures; require the use of high quality materials, complementary colors, and non-distracting lighting.
- Policy CD-8.8 Within commercial centers, encourage high-quality signage and distinct styles that complement building architectural signage should not be uncoordinated or present a cluttered image.

Policy CD-8.9 Lighting fixtures should be compatible with the building and architectural design. Accent lighting of buildings and landscape is encouraged, such as the use of shaded gooseneck lights, indirect lighting, cove lighting or “wall washing,” rim lighting or eaves, and overhead down lighting.

MUNICIPAL CODE

Section 17.86.040 (Comprehensive Design Guidelines) adopts and incorporates as public record the City's Comprehensive Design Guidelines. The design guidelines may be modified and amended by resolution of the City Council. The Comprehensive Design Guidelines, adopted in June 2012, is intended to convey overall best practices. Chapter 4 (Implementing the Vision: Multi-Family Residential and Mixed-Use Design Guidelines) includes the following standards related to lighting and glare:

LIGHTING

1. Minimize impacts on neighbors and maintain design quality.
2. Lighting should be incorporated into the building and landscape design to provide ambience, safety and security.
3. Exterior lighting should be designed for specific tasks, including illumination of paths, entry ways, parking, streets and common areas.
4. Height of light poles should be appropriate in scale for the building or complex and the surrounding areas. Lights that are mounted on poles or posts should be only as tall as is needed to accomplish their particular task and are encouraged to be a maximum of twelve feet.
5. Fixtures and poles/posts should be consistent throughout the project. Light fixtures should be designed or selected to be architecturally compatible with the main structure and overall design or historic building, if applicable.
6. Lighting should be designed to provide appropriate light levels for each area without unnecessary spillover or glare onto adjacent properties, or into the night sky.
7. Uplighting of building elements and trees are effective and attractive lighting techniques that are strongly encouraged.

COLOR

1. Use colors compatible with adjacent structures and natural environment (earth tones are encouraged).
2. Use contrasting colors with deep hues and dark colors as accents.
3. Use of the following colors/materials is discouraged:
 - a. Highly reflective materials and colors, especially those that produce glare
 - b. Large expanses of dark colored surfaces
 - c. Bright or garish colors

Thresholds of Significance

The proposed project would result in significant aesthetic impacts if it would:

- A. Have a substantial adverse effect on a scenic vista.
- B. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Environmental Impacts

Impact 4.1.A: The proposed project will not have a substantial adverse effect on a scenic vista. Impacts will be less than significant.

Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). There are no scenic vistas listed in the El Monte General Plan and the proposed project is not designated as a highly scenic area by the Department of Parks and Recreation or by any local plan or ordinance. The proposed project is located on a previously developed site (currently vacant) on Flair Drive, directly south of I-10, within a fully urbanized area visually dominated by commercial

land uses and surface streets. The proposed residential towers will be built to a maximum height of 300 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 180 feet. The proposed pylon signs can be constructed to a maximum height of 120 feet along Flair Drive and 100 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 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 330 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 120 feet along Flair Drive and 100 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.

The project also includes a variety of illuminated signs. The project includes a digital wall sign on the north and east facades of the proposed hotel and the north and west façade of the proposed outlet mall. The sign will produce large-scale messages or images and either be integrated with the wall, projected onto a wall, illuminated by LED, or

illuminated with other forms of pixilated lighting. The digital wall is not designed as lighting (and therefore will not be luminated to the extent that security lighting is luminated) but is rather designed as a sign feature to advertise and attract consumers to the project. Figures 4.1-1 (Digital Wall Sample A) and 4.2-2 (Digital Wall Sample B) characterize the type of wall display that is proposed as part of the project. The proposed Specific Plan permits digital wall signage up to 60 feet in height up to 600 linear feet wide.

The project will also include three pylon signs, two of which will be located along Flair Drive and will be visible from Interstate 10 and may act as LED displays for on- and off-site advertising. The other will be located on Rio Hondo Avenue but will not have LED capabilities. Other potential lighted signage includes project and tenant monument signs at the hotel, outlet mall, and residential entrances to provide wayfinding and information and typical retail and building signage identifying the names of tenants and other project features. Lighting for these types of signs is designed for accent and readability and not to provide illuminated visibility in darkness.

There is no concern for night sky light pollution because existing conditions demonstrate that no stars or other celestial features are substantially visible during the night due to existing light pollution from within the City and throughout the Greater Los Angeles Basin. The primary environmental concern regarding proposed project lighting is light spillover onto adjacent properties that could cause distractions and disruption of off-site activities. A five-story office building is located directly west of the project site on the opposing side of Rio Hondo Avenue. Single-story light industrial buildings are located directly south of the project site. One- to five-story office and light industrial buildings are located directly east of the project site. Inappropriately controlled lighting from proposed security, pedestrian, and signage lighting could result in significant impacts if it disrupts typical use of adjacent properties. Particularly, the digital wall will be directly visible from the east-facing windows on the office building to the west. Some portion of residential and residential parking structure lighting is likely to be visible from uses to the south of the project site. The proposed project will not be substantially visible from uses to the east because the five-story office building does not have west-facing windows and lower level development will have views of the project site obscured by existing landscaping and perimeter walls. Therefore, uncontrolled lighting has the potential to significantly impact surrounding land uses.

The proposed Flair Spectrum El Monte Specific Plan includes lighting requirements to provide minimum lighting levels for on-site security purposes while limiting the potential for off-site light spill over. The primary focus of the Specific Plan is to provide minimum lighting levels to ensure safe operation for vehicles and pedestrians. Although General Requirement 7 supports light to be shielded to reduce light pollution and minimize illumination from outside of structures, there are no regulatory provisions that require lighting to be contained on-site; therefore, additional control measures are evaluated herein to ensure that lighting does not impact off-site land uses.

The El Monte Municipal Code includes lighting guidelines in Section 17.86.040 (Comprehensive Design Guidelines). These guidelines are designed to minimize light spillover onto adjacent properties; however, without specific performance standards for illumination levels on adjacent properties, the minimization of spillover is subjective with no guarantee that surrounding uses will not be disturbed by nighttime lighting. Potential lighting impacts remain significant after consideration of project design features and regulatory requirements.

There are two primary sources of lighting that are of potential impact: (1) building and parking lot lighting and (2) pylon/digital wall lighting. Building and parking lot lighting can be controlled through conventional means in the selection of lamps and the preparation of photometric plans that will identify the distribution of light on- and off-site. In order to ensure that illumination from light sources does not impact adjacent land uses while still providing adequate safety for on-site users, Mitigation Measure 4.1.B-1 has been incorporated. Mitigation Measure 4.1.B-1 requires preparation of a photometric study prior to issuance of building permits verifying that illumination from on-site sources does not exceed one ft-c at the project property line. As light moves from the property line to adjacent uses, it will be less than one ft-c as it dissipates both spatially and in intensity. Illumination that is less than one ft-c is less than the illumination at twilight and thus will be indiscernible on adjacent properties.

Figure 4.1-1
Digital Wall Sample A



Figure 4.1-2
Digital Wall Sample B



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*.² 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.

Morning shadows in the spring will be cast primarily by the western residential tower at approximately 350 feet west of the project site, on a parking lot. In the afternoon, shadows will be cast primarily by the proposed hotel and the eastern residential tower, at a maximum of approximately 575 feet east of the project site. Shadows will be cast on the adjacent five-story office building and the single-story industrial building. During the summer mornings, shadows again will be primarily cast by the western residential tower slightly to the southwest at approximately 300 feet on the adjacent parking lot and a single-story industrial building. During the summer afternoons, shadows from the eastern residential tower will be cast to the southeast at approximately 425 feet primarily on the adjacent two-story light industrial buildings. Morning and afternoon shadows cast during the fall will be the same as those cast during the spring, considering these are the equinoxes and the sun and earth are in the same position. The winter mornings will result in shadows cast to the northwest at a maximum of approximately 850 feet across adjacent parking lots and the adjacent five-story office building and Interstate 10. The winter afternoons will result in shadows cast to the northeast at a maximum of 875 feet from the eastern residential tower, across the adjacent office buildings and Interstate 10. Based on the movement of project-generated shadows throughout the year, no adjacent property will be permanently cast in darkness as a result of the proposed project. Impacts related to loss of light access will be less than significant.

Mitigation Measures

- 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.
- 4.1.B-2 Illumination from pylon signs 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 0.3 foot-candle increase over ambient light at a distance equal to the square root of 100 hundred times the area of the sign [$\text{Measurement Distance} = \sqrt{(\text{Area of Sign} * 100)}$] perpendicular to the sign face during nighttime conditions upon initial start-up through field testing of pylon signs. 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.
- 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.

Level of Significance with Mitigation Incorporation

Impact 4.1.A will be less than significant without need for mitigation. Impacts 4.1.B will be less than significant with incorporation of Mitigation Measures 4.1.B-1 through 4.1.B-3.

References

-
- ¹ City of El Monte. General Plan Environmental Impact Report. May 2011
- ² Lewin, Ian. Lighting Sciences, Inc. Digital Billboard Recommendations and Comparisons to Conventional Billboards. 2007



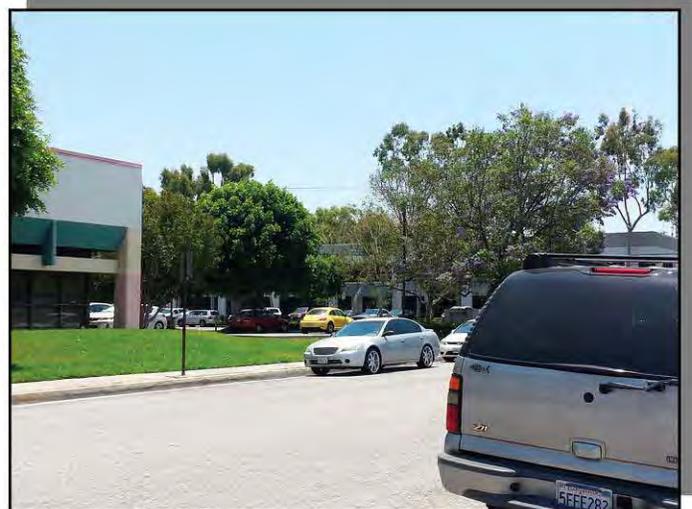
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Exhibit 4.1-1.b Photographic Survey



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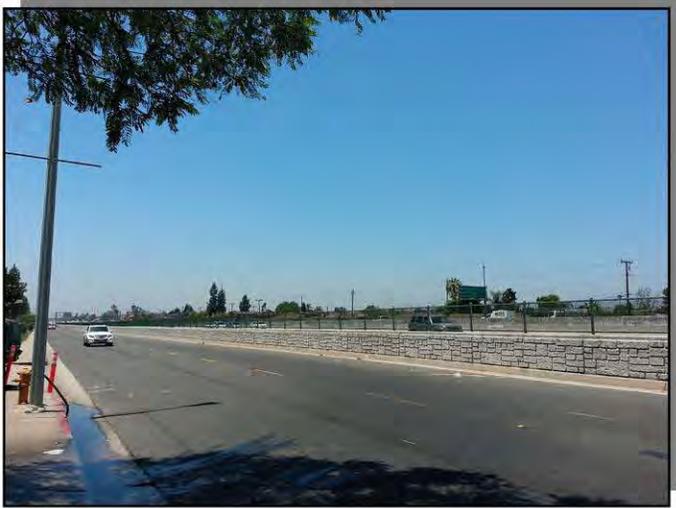
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Exhibit 4.1-1.g Photographic Survey



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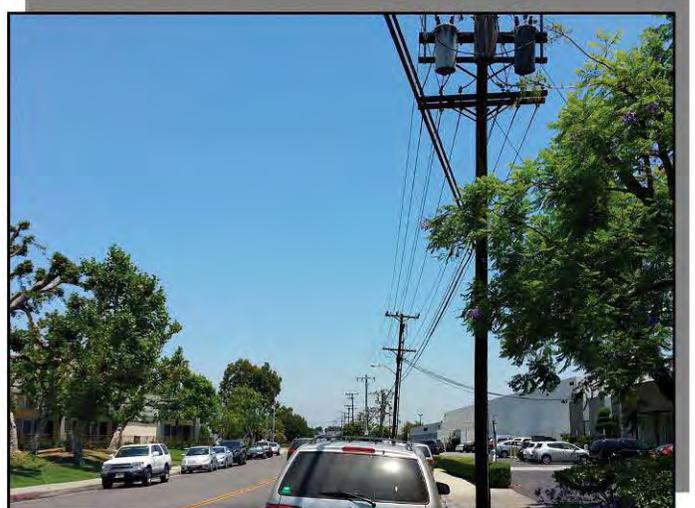
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Exhibit 4.1-1.i Photographic Survey



Existing

Exhibit 4.1-2.a Visual Simulation



Proposed Development



Existing



Proposed Development

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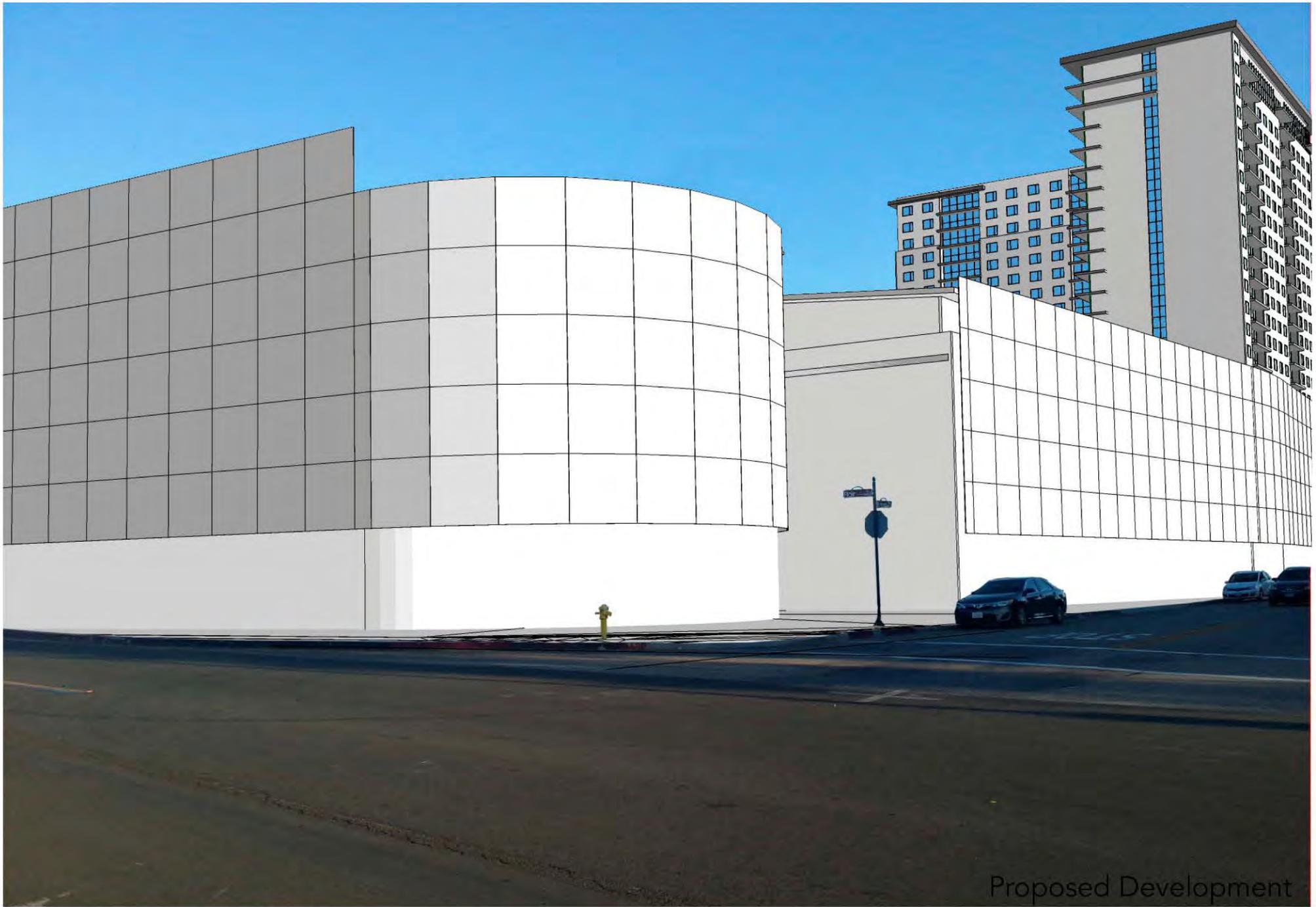
M I G | Hogle-Ireland

Exhibit 4.1-2.d Visual Simulation

Flair Spectrum
El Monte, California



Existing



Proposed Development

Exhibit 4.1-2.f Visual Simulation

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Flair Spectrum
El Monte, California



Existing



Proposed Development

Exhibit 4.1-2.h Visual Simulation

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Flair Spectrum
El Monte, California



Existing



Proposed Development

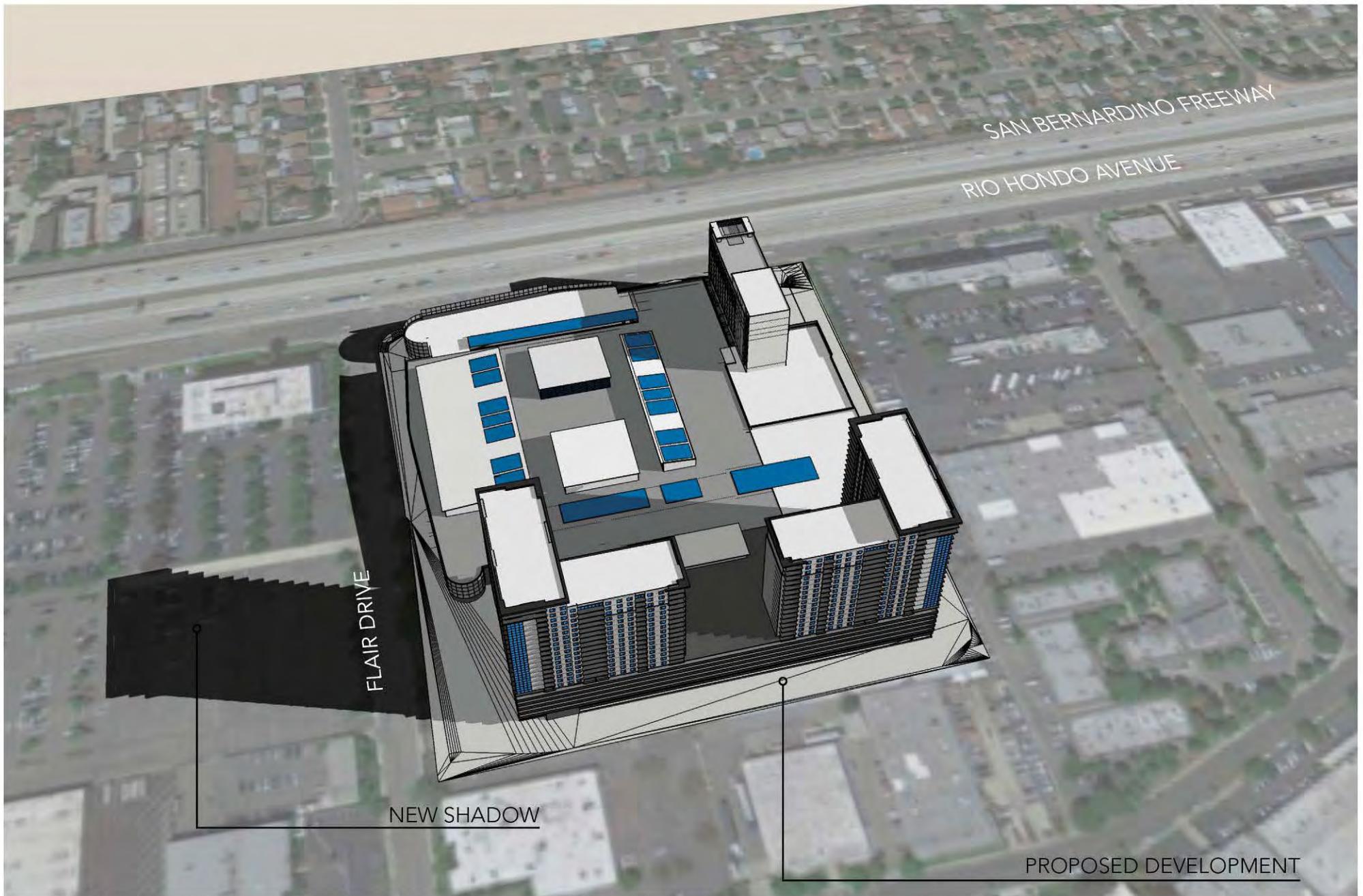
Exhibit 4.1-2.j Visual Simulation

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Flair Spectrum
El Monte, California



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Time: 9:00 AM (UTC: -07:00)

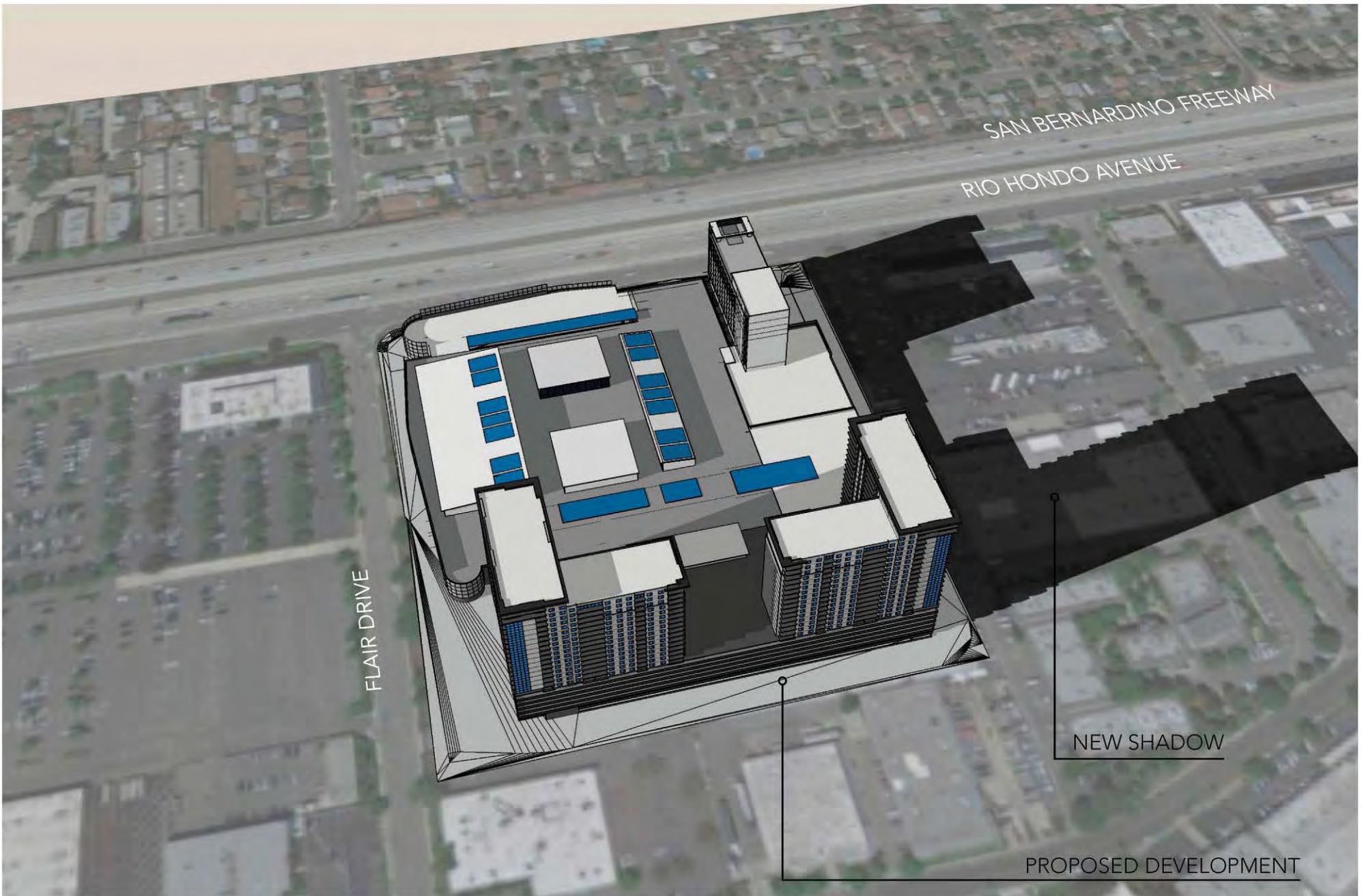
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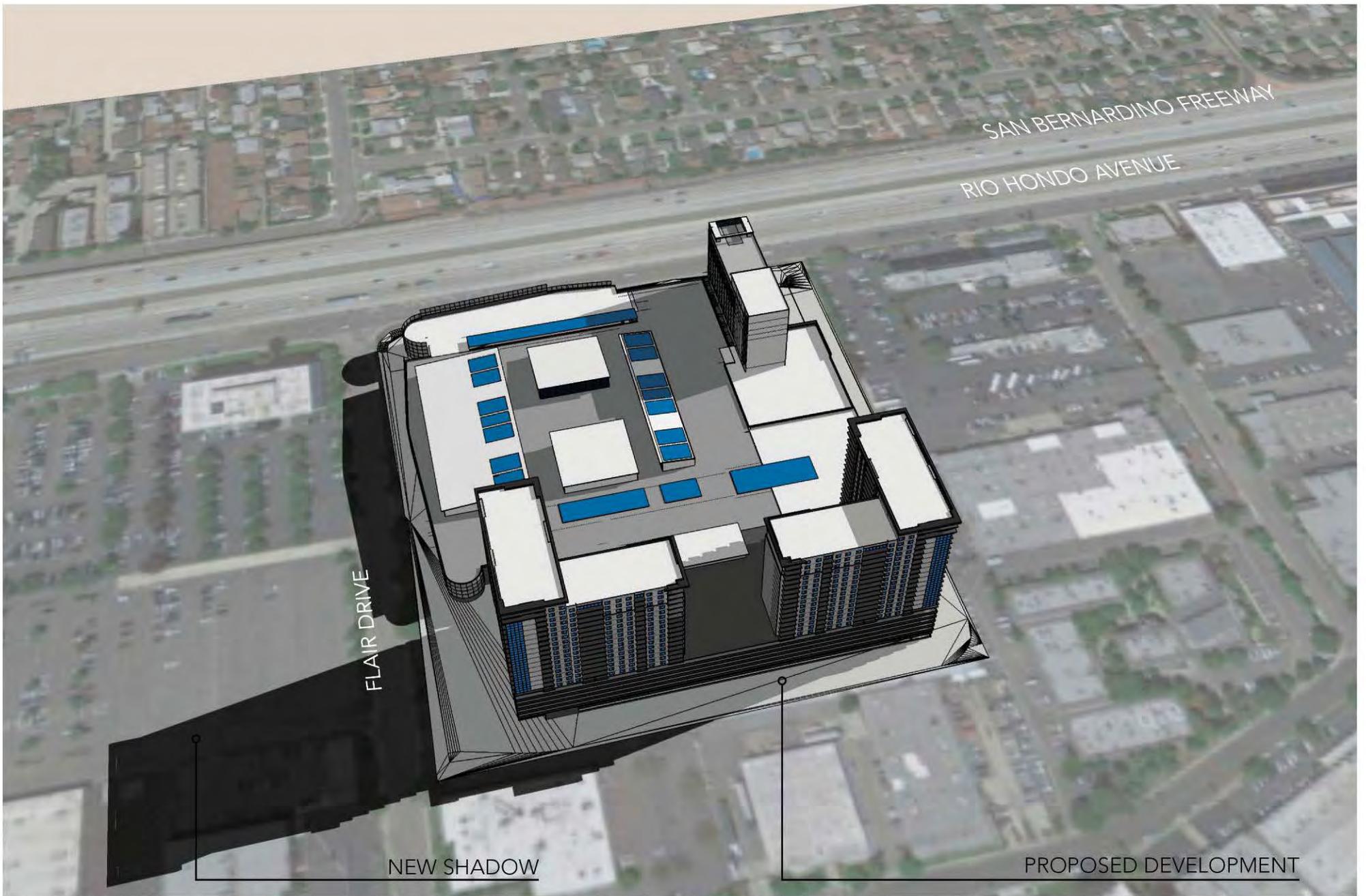
Exhibit 4.1-3.a Shade Study

Flair Spectrum
El Monte, California



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Time: 5:30 PM (UTC: -07:00)

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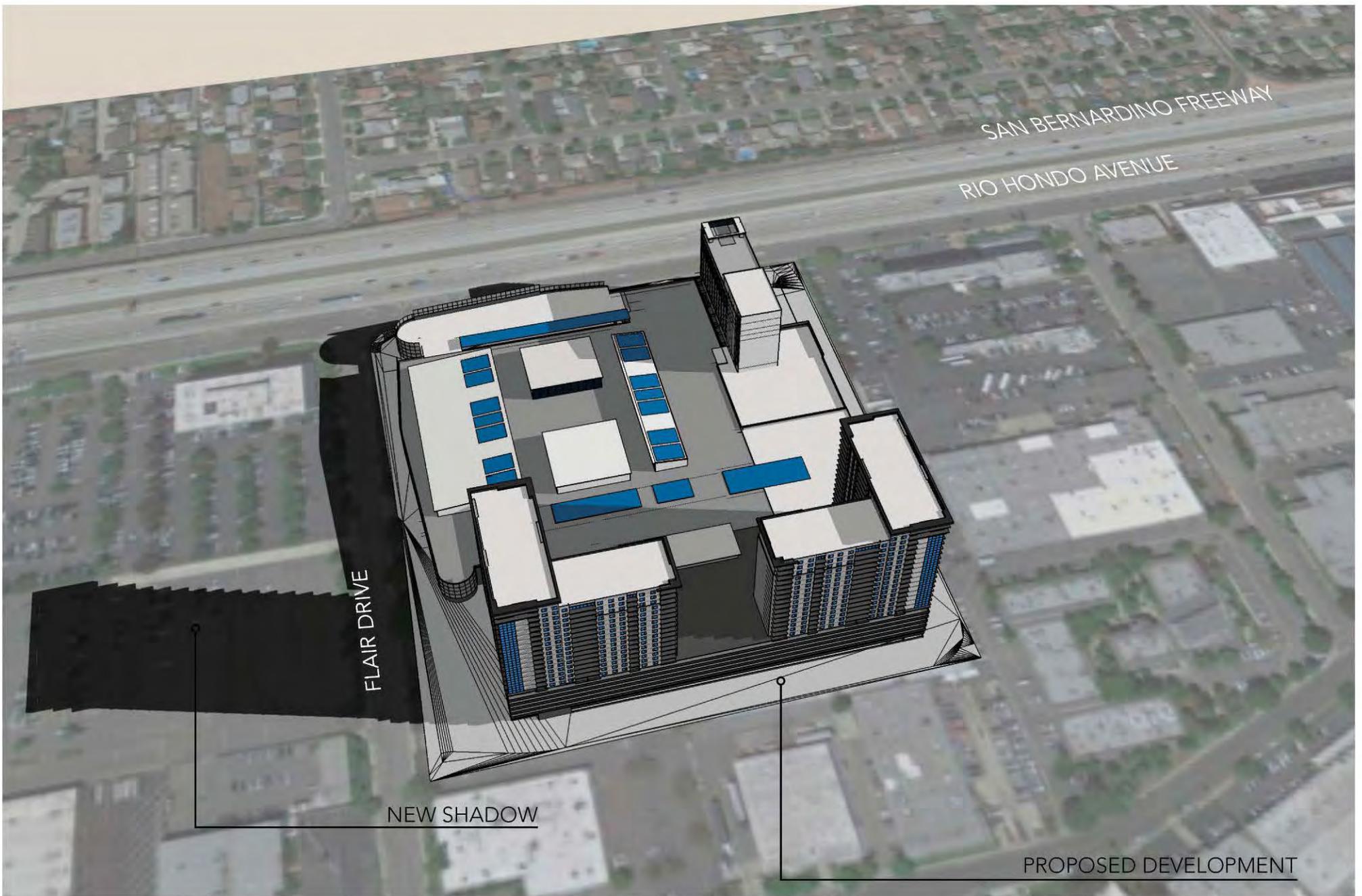
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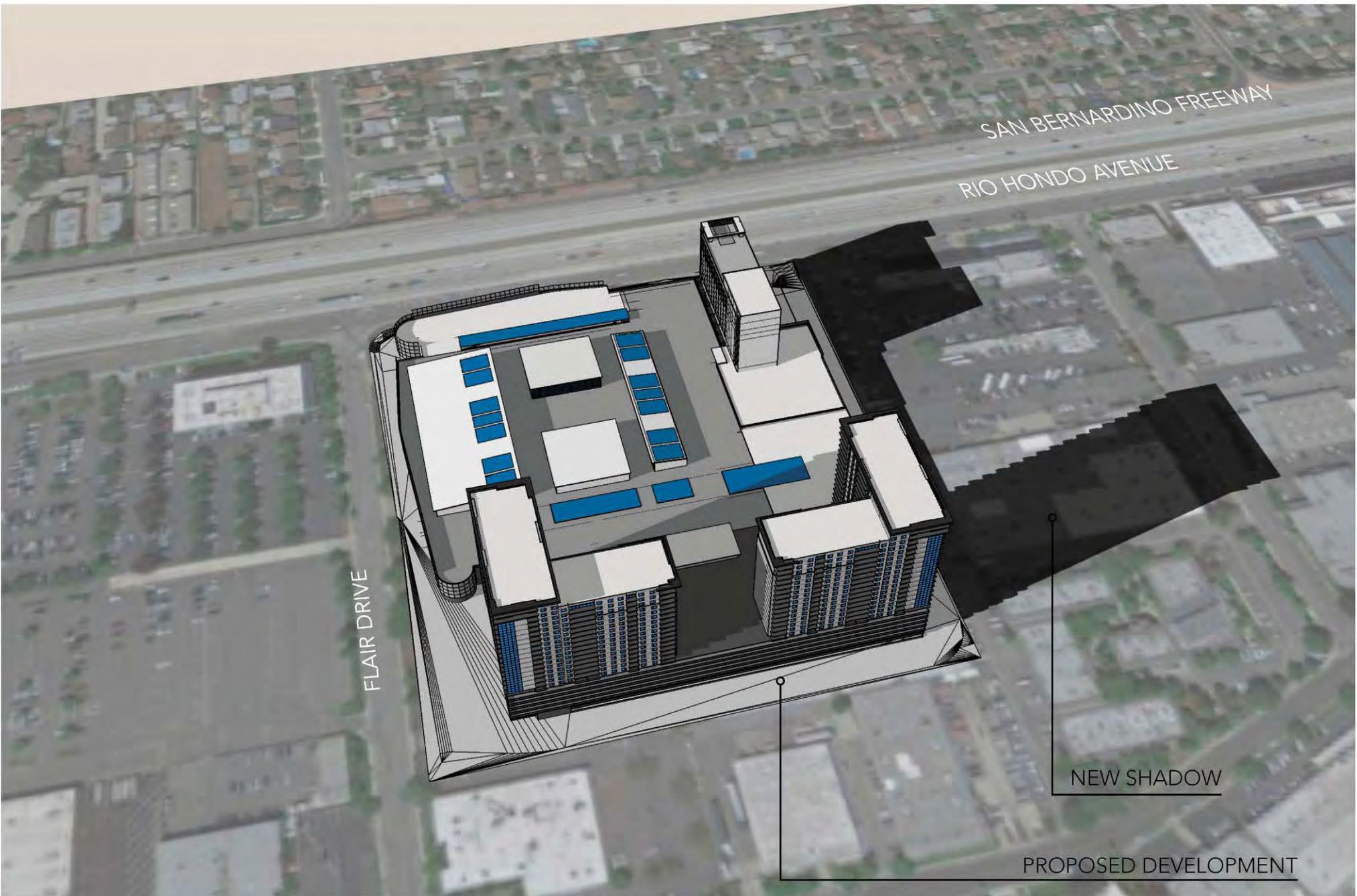
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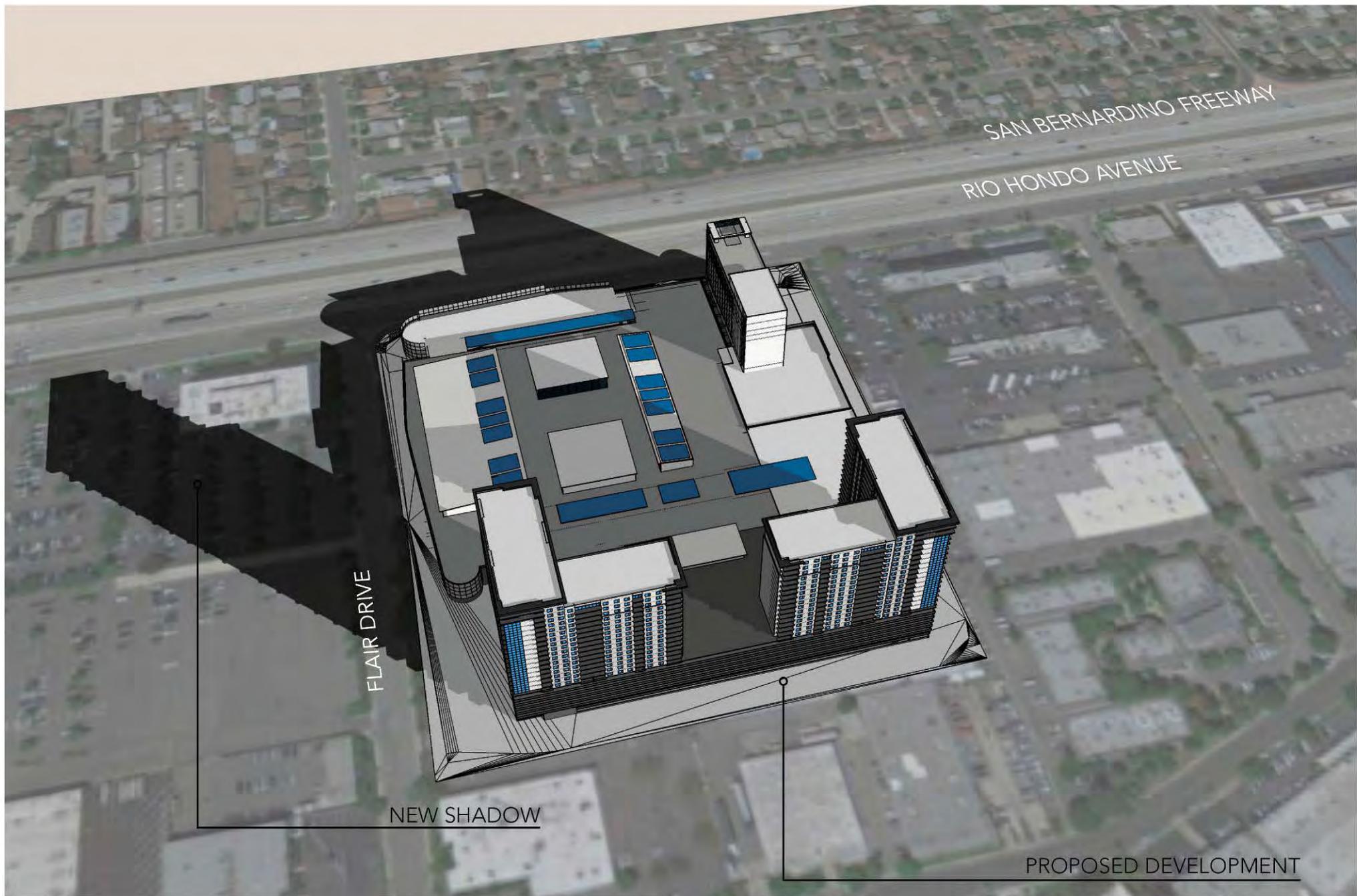
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Exhibit 4.1-3.f Shade Study

Flair Spectrum
El Monte, California



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Time: 830 AM (UTC: -08:00)

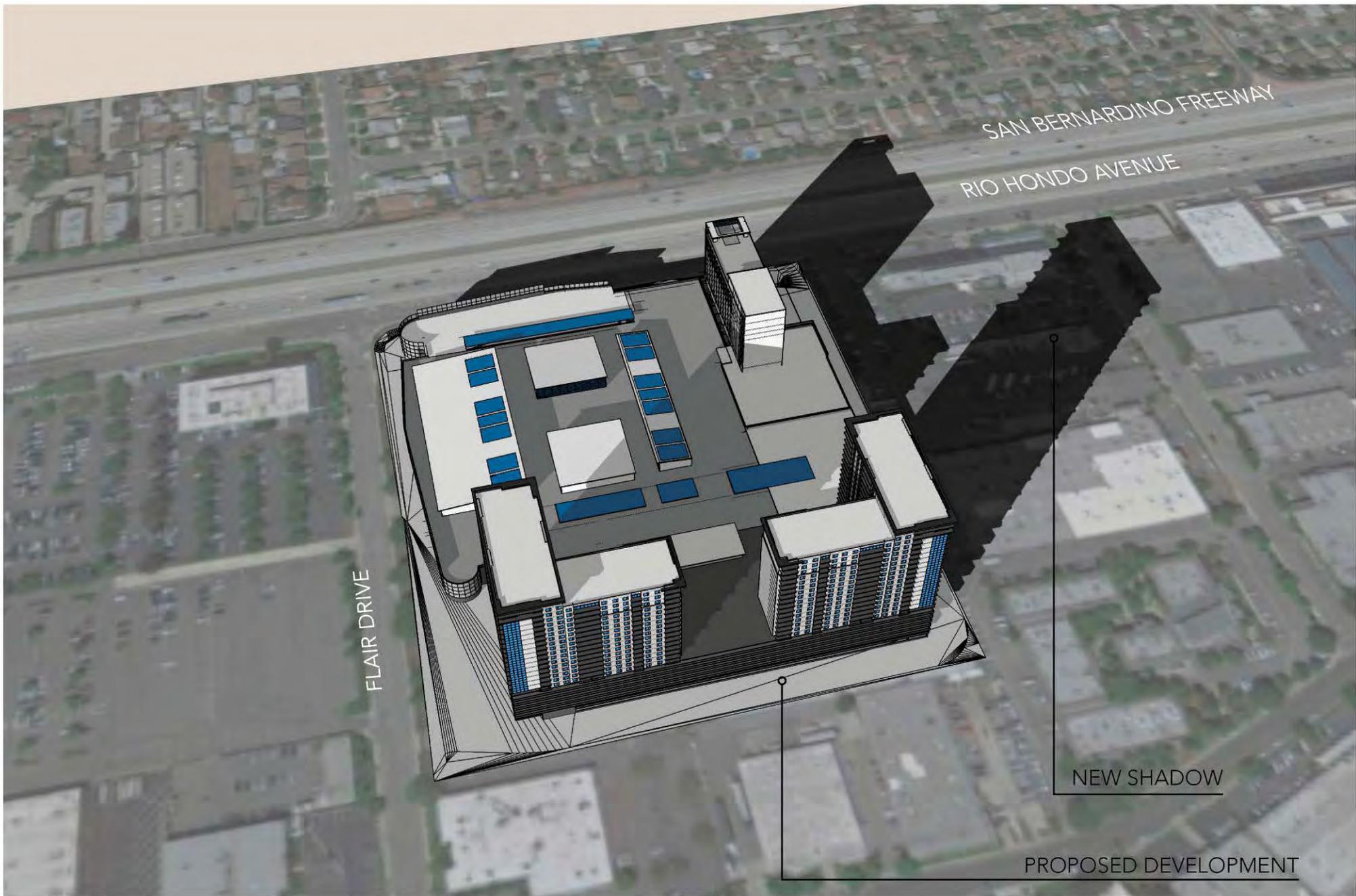
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Exhibit 4.1-3.g Shade Study

Flair Spectrum
El Monte, California



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Exhibit 4.1-3.h Shade Study

Flair Spectrum
El Monte, California

This section analyzes the potential air quality impacts of the proposed project and determines whether it would result in air emissions that exceed applicable air quality standards, cause cumulatively considerable increase in criteria pollutants, or significantly impact any sensitive receptors. The following discussion is based primarily on the technical air quality analysis contained in the Air Quality and Climate Change Assessment prepared by MIG | Hogle-Ireland (see Appendix B). As discussed in the Initial Study (Appendix A), the proposed project would not create objectionable odors and will not be analyzed herein.

A letter was submitted by the South Coast Air Quality Management District (SCAQMD) in response to the circulation of the Notice of Preparation. The letter recommends assessment of construction-related and operation-related air quality impacts at both the local and regional level, preparation of a mobile source health risk assessment if the project generates substantial heavy-duty diesel-fueled vehicle trips, or involves incompatible land uses. The analysis herein addresses these comments, excepting for the siting of incompatible land uses. Although the project includes residential uses that will be constructed in proximity of a freeway, CEQA does not provide for the analysis of impacts of the environment on a project, but rather requires assessment of the impacts of projects on the environment, as affirmed in *Ballona Wetlands Trust v. City of Los Angeles* (2011) 201 Cal.App.4th 455 and *City of Long Beach v. Los Angeles Unified School District* (2009) 176 Cal.App.4th 889.

Existing Conditions

CLIMATE

The proposed project is located in the City of El Monte, Los Angeles County, California. The City of El Monte and the broader Los Angeles Basin are defined by a Mediterranean climate with dry summers and rainy winters. Annual rainfall averages 14.78 inches with the rainy season occurring during the winter.¹ This data is through the year 2011 and thus would not reflect the drought conditions of the last three years. The coolest month of the year is December with an average monthly low of 47.2° Fahrenheit (F). The warmest month is August with an average monthly high of 89.7° F. The annual average maximum temperature is 79.1° F and the annual average minimum temperature is 55.7° F. El Monte is located at an elevation of approximately 340 feet above mean seal level (AMSL) at the northeast corner of the city to about 245 feet AMSL at the southwest corner.²

REGIONAL AIR QUALITY

The proposed project is located within the South Coast Air Basin (Basin).³ The Basin includes Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The San Gabriel, San Bernardino, and San Jacinto Mountains bound the Basin to the north and east that trap ambient air and pollutants within the Los Angeles and Inland Empire valleys below. The South Coast Air Quality Management District (SCAQMD) manages the Basin. Pursuant to the California Clean Air Act (CCAA), SCAQMD is responsible for bringing air quality within the Basin into conformity with federal and State air quality standards by reducing existing emission levels and ensuring that future emission levels meet applicable air quality standards. SCAQMD works with federal, State, and local agencies to reduce pollutant sources through the development and implementation of rules and regulations.

Both California and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as *criteria pollutants*). These pollutants include ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), inhalable particulate matter with a diameter of 10 microns or less (PM₁₀), fine particulate matter with a diameter of 2.5 microns or less (PM_{2.5}), and lead (Pb). The State has also established AAQS for the additional pollutants of visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the State and federal standards differ, State AAQS are more stringent than federal AAQS. Federal and State standards are shown in Table 4.2-1 (Ambient Air Quality Standards).

Table 4.2-1
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	-	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m ³)		0.075 ppm (147 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁸	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		-		
Fine Particulate Matter (PM _{2.5}) ⁸	24 Hour	-	-	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12 µg/m ³		
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	-	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10mg/m ³)		9 ppm (10 mg/m ³)	-	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		-	-	
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	0.03 ppm (57 µg/m ³)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m ³)	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.18 ppm (339 µg/m ³)		100 ppb (188 µg/m ³)		
Sulfur Dioxide (SO ₂)	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	-	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	-		-	0.5 ppm (1,300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹⁰	-	
	Annual Arithmetic Mean	-		0.030 ppm (for certain areas) ¹⁰	-	
Lead ^{11,12}	30 Day Average	1.5 µg/m ³	Atomic Absorption	-	-	High Volume Sampler and Atomic Absorption
	Calendar Quarter	-		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average ¹⁰	-		0.15 µg/m ³		
Visibility Reducing Particles ¹³	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No Federal Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹¹	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

Source: ARB, June 2013

PPM, parts per million
µg/m³, micrograms per cubic meter

- California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.
8. On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
9. To attain the 1-hour national standard, the 3-year average of the 98th percentile of the daily maximum 1-hour daily maximum concentrations at each site must not exceed 100ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standards of 100ppb is identical to 0.100ppm.
10. On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
11. The ARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
11. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
12. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

ATTAINMENT STATUS

Air pollution levels are measured at monitoring stations located throughout the Basin. Areas that are in nonattainment with respect to criteria pollutant standards are required to prepare plans and implement measures that will bring the region into attainment. Table 4.2-2 (South Coast Air Basin Attainment Status) summarizes the attainment status in the non-desert portion of the Basin for the criteria pollutants.⁴ The non-desert portion of the Basin is currently in nonattainment status for ozone, inhalable and fine particulate matter, nitrogen dioxide, and lead.

Pollution problems in the Basin are caused by emissions within the area and the specific meteorology that promotes pollutant concentrations. Emissions sources vary widely from smaller sources such as individual residential water heaters and short-term grading activities to extensive operational sources including long-term operation of electrical power plants and other intense industrial uses. Pollutants in the Basin are blown inland from coastal areas by sea breezes from the Pacific Ocean and are prevented from horizontally dispersing due to the surrounding mountains. This is further complicated by atmospheric temperature inversions that create inversion layers. The inversion layer in Southern California refers to the warm layer of air that lies over the cooler air from the Pacific Ocean. This is strongest in the summer and prevents ozone and other pollutants from dispersing upward. A ground-level surface inversion commonly occurs during winter nights and traps carbon monoxide emitted during the morning rush hour.

Table 4.2-2
South Coast Air Basin Attainment Status

Pollutant	Federal	State
O ₃ (1-hr)	--	Nonattainment
O ₃ (8-hr)	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Nonattainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO ₂	Attainment	Nonattainment
SO ₂	Attainment	Attainment
Pb	Nonattainment	Nonattainment
VRP	--	Unclassified
SO ₄	--	Attainment
H ₂ 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).^{5 6 7} Note that SO₂ and PM₁₀, are not measured at this station. In addition, data for maximum 1-hour concentrations for CO and maximum 24-hour concentrations for SO₄ were not measured in 2011 and 2012, annual arithmetic mean was not measured for PM_{2.5} 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 ₃ (PPM)		NO ₂ (ppb)		SO ₂ (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 ₁₀ (µg/m ³)		PM _{2.5} (µg/m ³)		TSP (µg/m ³)		Pb (µg/m ³)		SO ₄ (µg/m ³)
	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/m³, micrograms per cubic meter
 AAM, annual arithmetic mean

Table 1.2-4
2010-2012 Air Quality Standards Exceedance (Number of Days)

Year	O ₃ (PPM)			PM ₁₀ (µg/m ³)		PM _{2.5} (µg/m ³)
	Fed* 8-hr	State 1-hr	State 8-hr	Fed 24-hr	State 24-hr	Fed^ 24-hr
2012	0	5	6	--	--	1
2011	0	1	1	--	--	1
2010	1	1	1	--	--	0

Source: SCAQMD 2010-2012

-- pollutant not monitored
* 0.075 ppm
^35 µg/m³

SENSITIVE RECEPTORS

Some populations are more susceptible to the effects of air pollution than the population at large. These susceptible populations are defined as sensitive receptors. Sensitive receptors include children, the elderly, the sick, and the athletic. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities (including hospitals), rehabilitation centers, convalescent centers, and retirement homes. Pollutants of particular concern to sensitive receptors include carbon monoxide, toxic air contaminants, and odors. Specific sensitive receptors within one-quarter mile of the project site include four schools. The Agape Montessori School located approximately 0.04 miles to the east, the Telstar Montessori Childcare Center located approximately 0.12 miles to the southwest, the K-Step Montessori Childcare located approximately 0.22 miles to the west, and Savannah School located approximately 0.23 miles to the north of the project site.

TOXIC EMISSION SOURCES

Toxic air contaminants (TACs) refer to a diverse group of "non-criteria" air pollutants that can affect human health, but do not have established ambient air quality standards. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TACs can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). Diesel Particulate Matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the State as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 µm), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 µm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances. Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities.

According to the EPA and California Air Resources Board (CARB), the previous use on the project site has reported toxic releases. There are no existing sources of industrial- or utility-related toxic emissions uses within one-quarter mile of the project site.⁸ The nearest toxic emitter to the project site is Thrifty Payless Incorporated Ice Cream Division located at 9200 Telstar Avenue, approximately 0.5 miles southwest of the project site. Thrifty Payless Incorporated Ice Cream Division (SIC 2024, ice cream and frozen desserts) specializes in ice cream and frozen dessert manufacturing. The proposed project does not contain equipment or otherwise attract mobile sources (such as a high volume of trucks) that could emit high levels of DPM.

LOCAL TRANSPORTATION

The proposed project would be located at the southeast corner of Flair Drive and Rio Hondo Avenue. Flair Drive is an east-west roadway that is currently two lanes undivided in the study area. The project traffic study analyzed existing performance at forty six intersections in the project vicinity.⁹ Thirty-one intersections studied in the report are operating at LOS D or better during the weekday morning peak hour, weekday afternoon peak hour, and/or the Saturday mid-day peak hour under existing conditions. The remaining study intersections are operating at LOS E or F during the weekday

morning peak hour, weekday afternoon peak hour, and/or the Saturday mid-day peak hour under existing conditions. Public bus transit service in the project vicinity is currently provided by the Metropolitan Transportation Authority (Metro). Metro operates one transit bus route in the project vicinity. Route 176 runs east-west from Highland Park to Montebello through South Pasadena, San Gabriel, Rosemead, El Monte, and South El Monte via Mission Street, Mission Drive, Tyler Avenue, and Rush Street.¹⁰

Regulatory Framework

CLEAN AIR ACT

The Federal Clean Air Act (CAA) defines the Environmental Protection Agency's (EPA) responsibilities for protecting and improving the United States air quality and ozone layer.¹¹ Key components of the CAA include reducing ambient concentrations of air pollutants that cause health and aesthetic problems, reducing emission of toxic air pollutants, and stopping production and use of chemicals that destroy the ozone.

Federal clean air laws require areas with unhealthy levels of ozone, inhalable particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide to develop State Implementation Plans (SIPs); comprehensive documents that identify how an area will attain NAAQS. Deadlines for attainment were established in the 1990 amendments to the CAA based on the severity of an area's air pollution problem. Failure to meet air quality deadlines can result in sanctions against the State or the EPA taking over enforcement of the CAA in the affected area. SIPs are a compilation of new and previously submitted plans, programs, district rules, and State and Federal regulations. The SCAQMD implements the required provisions of an applicable SIP through its AQMP. Currently, SCAQMD implements the 8-hr ozone and PM_{2.5} SIP in the 2007 AQMP and the PM₁₀ SIP in the 2003 AQMP. The PM_{2.5} SIP is currently being revised by SCAQMD in response to partial disapproval by the EPA. The 2012 Lead SIP for the Los Angeles County portion of the SCAB was adopted by the SCAQMD Board on May 4, 2012 and approved by ARB on May 24, 2012 and forwarded to the EPA for approval as a revision to the California SIP.

CALIFORNIA CLEAN AIR ACT

The California Clean Air Act (CCAA) of 1988 was enacted to develop plans and strategies for attaining California Ambient Air Quality Standards (CAAQS). The California Air Resources Board (ARB), which is part of the California Environmental Protection Agency (Cal-EPA), develops statewide air quality regulations, including industry-specific limits on criteria, toxic, and nuisance pollutants. The CCAA is more stringent than Federal law in a number of ways including revised standards for PM₁₀ and ozone and State for visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

2012 AIR QUALITY MANAGEMENT PLAN

The purpose of an Air Quality Management Plan (AQMP) is to identify a strategy to bring an air basin into compliance with federal and state air quality standards and is a multi-tiered document that builds on previously adopted AQMPs.¹² The 2003 AQMP was adopted in August 2003 and demonstrated O₃ and PM₁₀ attainment for the Basin. It also provides the maintenance plans for CO and NO₂, which the Basin has been in attainment for since 1997 and 1992, respectively. The 2007 AQMP for the Basin was approved by the SCAQMD Board of Directors in June 2007. The 2007 AQMP builds on the 2003 AQMP and is designed to address the federal 8-hour ozone and PM_{2.5} air quality standards. The AQMP identifies short- and long-term control measures designed to reduce stationary, area, and mobile source emissions, organized into four primary components:

1. District Stationary and Mobile Source Control Measures
2. Air Resources Board (ARB) State Strategy
3. Supplement to ARB Control Strategy
4. SCAG Regional Transportation Strategy and Control Measures

The 2012 AQMP was adopted by the SCAQMD board on December 7, 2012. The 2012 AQMP incorporated the latest scientific and technological information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories.

The 2012 AQMP includes the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. The SCAQMD is currently initiating an early development process for preparation of the 2016 AQMP.

SCAQMD RULE BOOK

In order to control air pollution in the Basin, SCAQMD adopts rules that establish permissible air pollutant emissions and governs a variety of businesses, processes, operations, and products to implement the AQMP and the various federal and state air quality requirements. SCAQMD does not adopt rules for mobile sources; those are established by ARB or the United States Environmental Protection Agency (EPA). Rules that will be applicable during construction of the proposed project include Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent opacity in the air). Rule 403 requires the implementation of Best Available Control Measures (BACM) and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres. Rule 1113 establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.

Thresholds of Significance

The proposed project would result in significant air quality impacts if it would:

- A. Conflict with or obstruct implementation of the applicable air quality plan.
- B. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- C. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors.
- D. Expose sensitive receptors to substantial pollutant concentrations.

In conjunction with the thresholds of significance above, and to determine if maximum daily criteria pollutant emissions from construction and operation of the proposed project would be significant, this DEIR uses the SCAQMD significance thresholds identified in Table 4.2.5 (SCAQMD Maximum Daily Emissions Thresholds (lbs/day)) below.

Table 4.2-5
SCAQMD Maximum Daily Emissions Thresholds (lbs/day)

Pollutant	Construction	Operation
NO _x	100	55
VOC/ROG	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550
Lead	3	3
<i>Source: SCAQMD 2011</i>		

Environmental Impacts

Impact 4.2.A The proposed project will conflict with implementation of the South Coast Air Basin Air Quality Management Plan. After consideration of reasonable mitigation, impacts are found to be significant and unavoidable.

A significant impact could occur if the proposed project conflicts with or obstructs the implementation of South Coast Air Basin 2012 Air Quality Management Plan. Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintain existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2012 Air Quality Management Plan (AQMP) is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP.¹³ Consistency review is presented below:

1. As discussed under Impact 4.2.B, the proposed project would result in short-term construction emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, as demonstrated in this report (as shown in Tables 4.2-6 through 4.2-10 below). The proposed project will result in operational emissions that will exceed the daily threshold for NO_x and particulate matter emissions and therefore will incrementally contribute to an increase in the frequency and severity of existing air quality standards violations for which the area is nonattainment (as shown in Tables 4.2-6 through 4.2-10 below). The project will also result in CO emissions that are in excess of the SCAQMD daily threshold; however, the Basin is in attainment for this criteria pollutant and no individual project could cause a new violation for this or any criteria pollutant because they are regional problems caused by the broad combination of short- and long-term emissions sources.
2. The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and *significant projects*. *Significant projects* include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities; therefore, the proposed project is not defined as *significant*. The proposed project includes a General Plan amendment to designate the project site as the Flair Spectrum Specific Plan Area and therefore requires consistency analysis with the AQMP.

The 2012 Census indicated that the City had a population of 115,111. The SCAG Regional Transportation Plan /Sustainable Communities Strategy (RTP/SCS) projects an estimated population of 140,100 for El Monte by 2035, an increase of 24,989 residents. The proposed project would result in the addition of 600 dwelling units, resulting in a net increase of 1,765 residents. This increase is within the growth assumptions estimated by SCAG and thus would be consistent with regional growth projections.

Based on the consistency analysis presented above, the proposed project will conflict with the AQMP. As discussed in Impact 4.2.B, reasonable mitigation was considered and incorporated to reduce criteria pollutant emissions from operation of the project; however, impacts remain significant and unavoidable. Because the project will result in significant and unavoidable operational air quality impacts, conflicts with the AQMP cannot be avoided and associated impacts will be significant and unavoidable.

Impact 4.2.B Construction of the proposed project will not result in emissions that exceed South Coast Air Quality management District daily thresholds with mitigation incorporated. Operation of the proposed project will exceed daily thresholds for oxides of nitrogen, carbon monoxide, and particulate matter and remain significant and unavoidable after consideration of reasonable mitigation.

CONSTRUCTION EMISSIONS

Short-term criteria pollutant emissions will occur during on-site site clearing, grading, building construction, paving, and architectural coating activities. Emissions will occur from use of construction equipment, worker, vendor, and hauling

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.¹⁴

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_x 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

for residential interior and 100 g/l for residential exterior coatings, daily VOC emissions will reach 358 lbs/day for Phase 2.

To compensate for excessive ROG emissions from coating activities, the model includes use of a maximum zero grams per liter (g/l) VOC content for interior and exterior coatings. Use of low-VOC coatings during construction activities will reduce VOC emissions to a maximum of 15 lb/day (occurring in year 2015) during Phase 1 (without Tier IV engine reductions discussed below) and a maximum of four lbs/day for Phase 2 (in year 2017), both less than the 75 lbs/day threshold established by SCAQMD (see Table 4.2-6, Phase 1 Daily Construction Emissions (lbs/day) and Table 4.2-7 (Phase 2 Daily Construction Emissions (lbs/day)). Another option for mitigating excessive VOC emission from painting activities is to minimize the amount of coating application that can occur during the day. The requirement to reduce VOC emissions from coating applications has been included as Mitigation Measure 4.2.B-1. With implementation of Mitigation Measure 4.2.B-1, emissions of VOC will not exceed the SCAQMD daily construction threshold.

Construction of Phase 1 exceeds SCAQMD thresholds for oxides of nitrogen (NO_x). There are a variety of ways to reduce NO_x emissions from construction activities to meet the SCAQMD daily threshold. The primary methods are limiting daily use and duration of construction equipment, use of newer or higher efficiency equipment, and limiting the amount of earthwork per day. In order to analyze reductions in emissions of NO_x from construction equipment during construction activities, CalEEMod was run with implementation of Tier IV (Final) emission standards for all off-road construction equipment. Tier IV emissions standards are established by the EPA for emissions of hydrocarbons, oxides of nitrogen, carbon monoxide, and particulate matter in off-road diesel engines.¹⁵ The final rule (40 CFR 89, Federal Register Document 96-32970) for off-road engine emissions began in 1996 as part of a “tiered” system by which new engines must meet that year’s emissions standards. Standards vary between years, based on the horsepower of the engine. Tier I standards were in place generally between 1996 and 2005. Tier II standards were phased in between 2001 through 2010. Tier III standards were phased in starting in 2006 and are currently applicable to engines with a horsepower between 75 and 174. Interim Tier IV and Tier IV standards have been established for future engines through 2020. Full compliance with Tier IV standards needed to be demonstrated by October 1, 2014. Mitigation Measure 4.2.B-2 requires that the project contractor develop a construction program that will not cause the daily NO_x threshold to be exceeded through scheduling and/or off-road equipment management. With implementation of Mitigation Measure 4.2.B-2, emissions from Phase 1 construction activities will not exceed the SCAQMD daily threshold for NO_x. Air quality impacts from Phase 1 and Phase 2 construction activities will be less than significant with mitigation incorporated.

Table 4.2-6
Phase 1 Daily Construction Emissions (lbs/day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
UNMITIGATED						
<i>Summer</i>						
2015	15	138	115	<1	21	13
2016	805	93	83	<1	10	7
<i>Winter</i>						
2015	15	139	120	<1	21	13
2016	805	93	82	<1	10	7
Threshold	75	100	550	150	150	55
Substantial?	Yes	Yes	No	No	No	No
MITIGATED						
<i>Summer</i>						
2015	5	44	106	<1	18	10
2016	4	10	80	<1	4	1
<i>Winter</i>						
2015	5	46	120	<1	21	13
2016	4	10	82	<1	10	7

<i>Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Substantial?	No	No	No	No	No	No

Table 4.2-7
Phase 2 Daily Construction Emissions (lbs/day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
UNMITIGATED						
<i>Summer</i>						
2017	4	28	30	<1	4	2
2018	2	12	16	<1	2	1
2019	358	11	16	<1	2	1
<i>Winter</i>						
2017	4	28	29	<1	4	2
2018	2	12	16	<1	2	1
2019	358	11	15	<1	2	1
Threshold	75	100	550	150	150	55
Substantial?	Yes	No	No	No	No	No
MITIGATED						
<i>Summer</i>						
2017	4	28	30	<1	4	2
2018	2	12	16	<1	2	1
2019	2	11	16	<1	2	1
<i>Winter</i>						
2017	4	28	29	<1	4	2
2018	2	12	16	<1	2	1
2019	2	11	15	<1	2	1
Threshold	75	100	550	150	150	55
Substantial?	No	No	No	No	No	No

OPERATIONAL EMISSIONS

Long-term criteria air pollutant emissions will result from the operation of the proposed hotel, retail, restaurant, and residential uses. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile and other vehicle sources associated with daily trips to and from the project. The California Emissions Estimator Model (CalEEMod) was utilized to estimate mobile source emissions. Trip generation is based on project trip generation estimated in the project traffic study prepared by Linscott, Law & Greenspan Engineers.¹⁶ 100 percent of trips are assumed to be generated by the project, as opposed to assuming some amount of diverted or pass-by trips. Pass-by trips are made as intermediate stops between a trip origin and destination. Diverted trips occur when a project is not along an individual's routine and the driver changes their route to go to the project. Default trip lengths, fleet mix, and emissions factors are utilized. Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed project. Energy demand is based on default CalEEMod electricity and natural gas demand assumptions. Operational source emissions were modeled under year 2017 for Phase 1 and 2019 for Phase 1 and 2 (total project). Phase 1 will be operational before and during the construction of Phase 2. The results of the CalEEMod model for Phase 1 operation for summer and winter conditions are summarized in Table 4.2-8 (Phase 1 Long-Term Daily Emissions). Table 4.2-9 (Total Project Long-Term Daily Emissions) summarizes the results of the CalEEMod model for total project operation for summer and winter conditions.

Based on the results of the model, the maximum daily operational emissions associated with the proposed project will exceed SCAQMD thresholds for VOC (ROG), NO_x, CO, and particulate matter for Phase 1 operations. Mobile sources are the primary source of criteria pollutant emissions. Project design features and regulatory requirements were considered to reduce operational emissions of criteria pollutants. Because of the mixed use character of the proposed hotel, outlet mall, and residential development, the project traffic study recognizes the inherent reduction in vehicles trips that mixed-use developments support.¹⁷ The traffic study includes a 15 percent reduction in trips due to the internal

capture of trips, walkability, and availability of transit. Furthermore, the traffic study recognizes reductions related to *pass-by* behavior. Pass-by trips are made as intermediate stops between a trip origin and destination. These reductions were incorporated into CalEEMod as a project design feature. Note that the condominiums do not generate pass-by trips because they are not a commercial or other non-residential use.

Mitigation and project design features were evaluated based on land use, site enhancement, and commute reduction options associated with the project. The project will substantially increase density and intensity on the currently vacant project site. Employment for the proposed outlet mall/restaurants and hotel are estimated at 1,799 employees based on the Southern California Association of Governments Employment Density Study (one employee per 424 square feet of retail and service area) and estimates provided by the Project Proponent (0.688 employees per hotel room).^{18 19} With a project site of 14.66 acres, the project will generate an employment intensity of 122.7 jobs per acre. According to the California Association of Pollution Control Officers Association *Quantifying Greenhouse Gas Mitigation Measures* (mitigation measure LUT-1), increasing density above 7.6 dwelling units per acre and intensity above 20 jobs per job acre can result in a reduction in vehicle miles traveled between 0.8 and 30 percent. The project will also increase the proximity of jobs to a regional jobs center. Identified as destination accessibility (identified by CAPCOA as land use mitigation measure LUT-4), the availability of jobs and other attractions can reduce vehicle miles traveled between 6.7 and 20 percent. These features were incorporated into CalEEMod as a project design feature.

Pursuant to Chapter 5.92 of the El Monte Municipal Code, the project will be subject to the incorporation of transportation demand management measures as a nonresidential development over 100,000 square feet (see Section 5.92.020.B.3 et seq). The list of measures that will be required to be incorporated into the project is extensive and includes a rideshare program, bicycle facilities, pedestrian access, transit improvements, and information dissemination. Considering the number of measures that will be implemented, these requirements were input into CalEEMod as a *voluntary* commute reduction program. The program is considered voluntary both because the Municipal Code does not require compliance by employees nor is it possible for the City or property owner/management company to effectively enforce such measures considering the number of employees and businesses that will occupy the outlet mall, restaurants, and hotel. Based on the CAPCOA research (identified by CAPCOA as transportation mitigation measure TRT-1), voluntary commute trip reduction programs can result in a decrease in vehicle miles traveled between one and 6.2 percent.

The above project design features and regulatory requirements characterize the extent of reasonable mitigation that can be applied to the proposed project to reduce mobile sources. It should be noted that SCAQMD includes recommended mitigation measures on its website for fugitive dust, greenhouse gases, harbor craft, locomotives, ocean going vessels, off-road engines, and on-road engines. Mitigation related to on-road engines was considered; however, these apply only to trucks and the proposed project, not being a use that directly generates truck traffic, cannot be conditioned to control emissions from trucks visiting the site. No mitigation recommendations for residential, commercial, or mixed-use mobile sources are provided by SCAQMD outside of those that reduce greenhouse gas emissions. Chapter 11 of the 1993 CEQA Air Quality Handbook was also consulted. Mitigation identified in Chapter 11 is similar to those identified above as they generally relate to trip reduction strategies.

Reasonable mitigation was also considered to reduce VOC/ROG emissions from operational area sources. Mitigation Measure 4.5.B-3 will be incorporated to reduce ROG emissions from cleaning products by requiring hotel, outlet mall, and condominium staff to utilize low-VOC cleaning supplies and electric powered landscape equipment. Note that while this is a reasonable mitigation measure, CalEEMod does not calculate any actual reduction from this measure and therefore it is not reflected in the mitigated emissions provided herein. Mitigation Measure 4.5.B-4 will be incorporated requiring use of low-VOC paints during reapplication on interior and exterior surfaces and requiring use of electric landscape equipment. This will result in a decrease of VOC emissions from painting reapplication by approximately 20 percent and up to approximately 80 percent of emission from use of electric landscape equipment. No other mitigation options are available to reduce VOC/ROG emissions.

Table 4.2-8 (Phase 1 Long-Term Daily Emissions) summarizes criteria pollutant emission after consideration of mobile source and area sources reductions resulting from project design features, regulatory requirements, and mitigation measures. With mitigation incorporated, PM_{2.5} emissions will be reduced below the SCAQMD daily threshold. ROG,

NO_x, CO, and PM₁₀ emissions will continue to exceed the SCAQMD daily thresholds. Impacts remain significant unavoidable.

Table 4.2-8
Phase 1 Long-Term Daily Emissions (lbs/day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
UNMITIGATED						
<i>Summer</i>						
Area Sources	46	<1	<1	<1	<1	<1
Energy Demand	1	5	4	<1	<1	<1
Mobile Sources	119	346	1,409	4	249	70
<i>Summer Total</i>	<i>165</i>	<i>351</i>	<i>1,413</i>	<i>4</i>	<i>250</i>	<i>70</i>
<i>Winter</i>						
Area Sources	46	<1	<1	<1	<1	<1
Energy Demand	<1	5	4	<1	<1	<1
Mobile Sources	123	364	1,380	4	249	70
<i>Winter Total</i>	<i>169</i>	<i>369</i>	<i>1,384</i>	<i>4</i>	<i>250</i>	<i>70</i>
Threshold	55	55	550	150	150	55
Substantial?	Yes	Yes	Yes	No	Yes	Yes
MITIGATED						
<i>Summer</i>						
Area Sources	37	<1	<1	<1	<1	<1
Energy Demand	1	5	4	<1	<1	<1
Mobile Sources	94	264	1,080	3	189	53
<i>Summer Total</i>	<i>131</i>	<i>269</i>	<i>1,084</i>	<i>3</i>	<i>189</i>	<i>53</i>
<i>Winter</i>						
Area Sources	37	<1	<1	<1	<1	<1
Energy Demand	1	5	4	<1	<1	<1
Mobile Sources	97	278	1,063	3	189	53
<i>Winter Total</i>	<i>134</i>	<i>283</i>	<i>1,067</i>	<i>3</i>	<i>189</i>	<i>53</i>
Threshold	55	55	550	150	150	55
Substantial?	Yes	Yes	Yes	No	Yes	No

Construction of the residential portion of the towers is anticipated to be completed in the fall of 2019. Assuming full occupancy in year 2020, total emissions from the hotel, retail, and residential portions of the project are summarized in Table 4.2-9 (Total Long-term Daily Emissions). As discussed herein, these emissions calculations include project design features, regulatory requirements, and mitigation measures applicable to the hotel and retail components of the project. Considering the project's density based on the project's residential foot print of 2.47 acres (based on the footprint of the residential parking structure) and proposed 600 dwelling units, the project residential density is 242.91 dwelling units per acre. All design features, regulatory requirements, and mitigation applicable to the Phase 1 operation of the project will be applicable after the addition of the residential component. ROG, NO_x, CO, and PM emissions will continue to exceed the SCAQMD daily thresholds at project build out. Impacts remain significant and unavoidable.

Table 4.2-9
Total Long-Term Daily Emissions (lbs/day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
UNMITIGATED						
<i>Summer</i>						
Area Sources	70	1	50	<1	<1	<1
Energy Demand	1	7	5	<1	1	1
Mobile Sources	109	306	1,274	4	278	78
<i>Summer Total</i>	<i>180</i>	<i>314</i>	<i>1,329</i>	<i>4</i>	<i>279</i>	<i>79</i>
<i>Winter</i>						
Area Sources	70	1	50	<1	<1	<1
Energy Demand	1	7	5	<1	1	1
Mobile Sources	112	322	1,252	4	278	78
<i>Winter Total</i>	<i>183</i>	<i>329</i>	<i>1,307</i>	<i>4</i>	<i>279</i>	<i>79</i>
Threshold	55	55	550	150	150	55
Substantial?	Yes	Yes	Yes	No	Yes	Yes
MITIGATED						
<i>Summer</i>						
Area Sources	56	<1	38	<1	<1	<1
Energy Demand	1	7	5	<1	1	1
Mobile Sources	86	227	953	3	203	57
<i>Summer Total</i>	<i>142</i>	<i>235</i>	<i>996</i>	<i>3</i>	<i>204</i>	<i>58</i>
<i>Winter</i>						
Area Sources	70	1	50	<1	<1	<1
Energy Demand	1	7	5	<1	1	1
Mobile Sources	88	239	943	3	203	57
<i>Winter Total</i>	<i>144</i>	<i>246</i>	<i>986</i>	<i>3</i>	<i>204</i>	<i>58</i>
Threshold	55	55	550	150	150	55
Substantial?	Yes	Yes	Yes	No	Yes	Yes

CONSTRUCTION AND OPERATION OVERLAP

Construction of Phase 1 is anticipated to begin January 2015 and take approximately 16 months to complete. The retail, restaurant, and hotel use will be operational before construction of Phase 2 commences. As a result, Phase 1 operational emissions and Phase 2 construction emissions will overlap. Table 4.2-10 (Phase 1 Operation and Phase 2 Construction Emissions Overlap) summarizes total emissions resulting from the operation of Phase 1 and the construction of Phase 2. Combined emissions are compared against the lower operational thresholds to provide a worst case analysis. As summarized in Table 12, the combined operation of Phase 1 and construction of Phase 2 will exceed the operational thresholds established by SCAQMD for ROG, NO_x, CO, and coarse particulate matter. Note that these emissions reflect mitigated operational and construction conditions. As discussed herein, all reasonable operational mitigation has been considered. Considering Phase 1 operational emissions constitutes the majority of the overlap emissions, no feasible mitigation can be incorporated to reduce overlap emissions below daily SCAQMD thresholds. Impacts remain significant and unavoidable.

Table 4.2-10
Phase 1 Operation and Phase 2 Construction Emissions Overlap (lbs/day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Phase 1 Operation	134	283	1,084	3	189	53
Phase 2 Construction	4	28	29	<1	4	2
<i>Total</i>	<i>138</i>	<i>311</i>	<i>1,113</i>	<i>3</i>	<i>193</i>	<i>55</i>
Threshold	55	55	550	150	150	55
Substantial?	Yes	Yes	Yes	No	Yes	No

HEALTH IMPACTS

The analysis of construction and operational activities found that the project will contribute substantially to local air quality concerns related to particulate matter emissions and regional air quality concerns related to NO_x, CO, and particulate emissions. The health effects related to these primary and secondary pollutant emissions is described in the Environmental Setting section of this report and further elaborated on in the 2012 AQMP.

OZONE

According to the 2012 AQMP, exposure to ambient air containing concentrations of ozone between 0.10 PPM and 0.15 PPM for one-hour over multiple days caused decreased breathing capacity in children, adolescents, and adults. Exercising adults exposed to ozone at concentration equal to or greater than 0.12 PPM for one to three hours of greater than 0.06 PPM for 6.6 hours experience decrements in lung function, increased respiratory symptoms, increases airway responsiveness, and increased airway inflammation. Prolonged, repeated exposure to ozone concentrations equal to or greater than 0.12 PPM results in changes to lung structure, function, elasticity, and biochemistry and increases susceptibility to bacterial respiratory infections in laboratory animals. Based on SCAQMD historical air quality data for the project area, maximum 1-hour concentrations ranged between 0.096 PPM and 0.112 PPM between 2010 and 2012, respectively, with up to five days exceeding the state 1-hour standard. Regionally, the Basin maximum 1-hour concentration ranged between 0.143 PPM and 0.160 PPM and exceeded the 1-hour state air quality standard up to 98 days during the year 2012. Based on these data, decreased breathing in persons in the region would be expected up to approximately one third of the year. Because the project will contribute substantially to regional ozone emissions and has been found to conflict with the AQMP, the project will contribute to continued regional health impacts related to excessive ozone exposure.

PARTICULATE MATTER

The 2012 AQMP identifies a variety of health impacts associated with short- and long-term particulate matter exposure. The AQMP references a study reported in the American Journal of Respiratory and Critical Care Medicine that found an increase in mortality of one percent is associated with every ten µg/m³ increase in PM₁₀ emissions. Additionally, hospital admissions due to respiratory problems were found to increase by 1.4 percent and asthmatic attacks increase by three percent. For PM_{2.5} exposure, the USEPA has identified a causal link to cardiovascular effects and mortality. In the South San Gabriel Valley monitoring area, maximum 24-hour concentration of fine particulate matter ranged between 34.9 µg/m³ and 45.3 µg/m³, respectively. The federal PM_{2.5} air quality standard was exceeded on one day in both 2011 and 2012 in the area. Regionally, the Basin experienced a maximum 24-hour concentration of PM₁₀ at 89 µg/m³ in the year 2010 and exceeded the state air quality standard on 35 days in 2011. The Basin experienced a maximum 24-hour concentration of PM_{2.5} at 65 µg/m³ in 2011 and exceeded the federal air quality standard on 17 days in the same year. Because the project will contribute substantially to local and regional particulate matter emissions and has been found to conflict with the AQMP, the project will contribute to continued local and regional health impacts related to excessive particulate matter exposure.

Impact 4.2.C Construction of the proposed project will not result in a considerable contribution to cumulative air quality impacts in the South Coast Air Basin. Operation of the proposed project will contribute considerably to regional air quality impacts and have been found to be significant and unavoidable.

CUMULATIVE CONSTRUCTION IMPACTS

Cumulative short-term, construction-related emissions from the proposed project will not contribute considerably to any potential cumulative air quality impact because short-term project emissions will be less than significant and other concurrent construction projects in the region will be required to implement standard air quality regulations and mitigation pursuant to State CEQA requirements, just as this project has.

CUMULATIVE OPERATIONAL IMPACTS

The SCAQMD CEQA Air Quality Handbook identifies methodologies for analyzing long-term cumulative air quality impacts for criteria pollutants for which the Basin is nonattainment. These methodologies identify three performance standards that can be used to determine if long-term emissions will result in cumulative impacts. Essentially, these methodologies assess growth associated with a land use project and are evaluated for consistency with regional projections. These methodologies are outdated, and are no longer recommended by SCAQMD. SCAQMD allows a project to be analyzed using the *projection method* such that consistency with the AQMP will indicate that a project will not contribute considerably to cumulative air quality impacts. As discussed in AQMD Consistency, the proposed project is not consistent with the AQMP and thus will contribute considerably to criteria pollutant emissions that the region is in non-attainment, particularly, NO_x and particulate matter. Impacts will be significant and unavoidable. Please see Impacts 4.2.B for a discussion of the health impacts associated with ozone and particulate matter emissions.

Impact 4.2.D The project will result in exposure of local receptors to excessive particulate matter emissions that will remain significant and unavoidable after application of regulatory requirements and consideration of feasible mitigation. Impacts related to toxic air contaminants and carbon monoxide hotspots will be less than significant without need for mitigation.

TOXIC AIR CONTAMINANTS

Demolition of existing structures built during the 1980s or earlier could expose demolition workers and surrounding uses to airborne asbestos emissions due to the potential presence of asbestos-containing materials (ACM). This is because that as portions of the building are removed and destroyed, asbestos has the potential to become agitated and become airborne. The project site is currently vacant; therefore, the project will not involve demolition activities and will not expose demolition workers to asbestos-containing materials (ACM). Operationally, the proposed project does not emit toxic air contaminants.

CARBON MONOXIDE HOTSPOTS

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to violate State and Federal CO standards at intersections, even if the broader Basin is in attainment for Federal and State levels. The California Department of Transportation Project-Level Carbon Monoxide Protocol (Protocol) screening procedures have been utilized to determine if the proposed project could potentially result in a CO hotspot.²⁰ According to Section 3.1.3 of the Protocol, the proposed project is regionally significant; however, because the state is in attainment for carbon monoxide emissions, local impacts only need to be analyzed. Regionally significant projects are defined in 40 CFR Section 93.101 and through extension in 40 CFR Section 93.105(c)(1)(ii), as follows:

Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls,

sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Localized impacts are analyzed in Protocol Section 4. The local analysis procedures in Section 4.7.1 indicate that the proposed project has the potential to worsen air quality (as defined for Protocol purposes only) because it will result in an increase in the number of vehicles operating in *cold start* mode by more than two percent. *Cold Start* mode refers to a vehicle started after an hour or more being turned off. Because the project site is currently vacant, existing trips from the project site have not been considered. The proposed project will result in an average daily trip (ADT) increase of approximately 21,317 daily drips to area roadways. The local analysis procedures then direct to Protocol Sections 4.7.3 and 4.7.4. These sections indicate that if the proposed project involves signalized intersections performing at Level of Service (LOS) E or worse than the proposed project will be subject to a screening analysis. The proposed project will involve one or more signalized intersection operating at LOS E or worse as identified in the project traffic study; therefore, a screening analysis is performed to determine if a detailed analysis will be required. Section 4.4 references Appendix A of the Protocol for screening purposes; however, because of the age of the assumptions used in the screening procedures, they are no longer accepted. The Sacramento Metropolitan Air Quality Management District (SAQMD) developed a screening threshold that states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis.²¹ The proposed project will not involve an intersection experiencing this level of traffic; therefore, the proposed project passes the screening analysis and impacts are deemed acceptable. Based on the local analysis procedures, the proposed project is satisfactory pursuant to the Protocol and will not result in a CO hotspot.

LOCALIZED SIGNIFICANCE THRESHOLDS

As part of SCAQMD's environmental justice program, attention has recently been focusing more on the localized effects of air quality. Although the region may be in attainment for a particular criteria pollutant, localized emissions from construction activities coupled with ambient pollutant levels can cause localized increases in criteria pollutants that exceed national and/or State air quality standards.

Construction-related criteria pollutant emissions and potentially significant localized impacts were evaluated pursuant to the SCAQMD Final Localized Significance Thresholds Methodology. This methodology provides screening tables for one through five acre project scenarios, depending on the amount of site disturbance during a day. Maximum daily oxides of nitrogen (NO_x), carbon monoxide (CO), and particulate matter (PM₁₀ and PM_{2.5}) emissions will occur during site preparation, grading of the project site, construction of the project, and paving. Table 4.2-11 (Localized Significance Threshold Analysis) summarizes on-site summer emissions as compared to the local thresholds established for Source Receptor Area (SRA) 11 (South San Gabriel Valley). A 25 meter receptor distance was used to reflect the proximity of nearby uses to the project site. On-site emissions from each construction phase were evaluated individually and as a group where phases will overlap. Emissions of NO_x and CO will be greatest during concurrent hotel construction, retail construction, and grading for the residential parking structure. Emissions of particulate matter will be greatest during site preparation activities. It should be noted that the results summarized in Table 4.2-11 include application of SCAQMD Rule 403 and requires (the utilization of applicable best management practices to minimize fugitive dust emissions. A 50 percent reduction in fugitive dust emissions is assumed based on rule requirements. Based on CalEEMod calculations, assuming that exposed areas will be watered two times daily during construction activities, localized emissions of PM₁₀ and PM_{2.5} during the Phase 1 site preparation phase will exceed the SCAQMD thresholds. On-site emissions from Phase 2 construction activities will not exceed any localized threshold.

**Table 4.2-11
Localized Significance Threshold Analysis**

	NOx	CO	PM ₁₀	PM _{2.5}
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: PM₁₀ and PM_{2.5} concentrations are expressed in μm^3 . NO₂ 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 proposed hotel, outlet mall, restaurants, and condominiums shall utilize low-volatile organic compound cleaning products. Landscape employees and/or contractors 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.

Level of Significance with Mitigation Incorporated

Impacts 4.2.A through 4.2.D remain significant and unavoidable after consideration of feasible mitigation.

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- 9 Linscott, Law & Greenspan Engineers. Flair Spectrum Specific Plan Traffic Impact Analysis. October 6, 2014.
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- 17 Ibid
- 18 Southern California Association of Governments. Employment Density Study. October 2001
- 19 Azul Hospitality Group. Sheraton El Monte Anticipated Employee Census. July 30, 2014
- 20 California Department of Transportation. Transportation Project-Level Carbon Monoxide Protocol. 1997
- 21 Sacramento Metropolitan Air Quality Management District. CEQA Guide. May 2011

CULTURAL RESOURCES 4.3

This section examines whether the proposed project could result in substantial adverse impacts related to archeological and paleontological resources. The Initial Study for the proposed project determined that there will be no impact to historical resources and less than significant impacts related to the disturbance of human remains; therefore, historical resources and human remains are not discussed herein. The Native American Heritage Commission (NAHC) submitted comments on cultural resources during circulation of the Notice of Preparation (NOP) and are addressed herein.

Existing Conditions

ARCHAEOLOGICAL RESOURCES

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic in origin. Archaeological sites are locations that contain evidence of human activity. Generally a site is defined by a significant accumulation or presence of one or more of the following: food remains, waste from the manufacturing of tools, tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, or human skeletal remains. Archaeological sites are often located along creek areas and ridgelines. Records search results indicate that there are no recorded archaeological sites within the City of El Monte.¹

PALEONTOLOGICAL RESOURCES

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources; vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are areas that show evidence of pre-human activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading. Geologic formations are the most important indicators of paleontological resources since they may contain important fossils.

The landscape that constitutes El Monte was populated by a diverse assemblage of large mammals and birds. Species such as giant ground sloths, Columbian mammoths, horses, and sabretooth cats roamed in a landscape filled with numerous vegetation communities such as oak woodland, grassland, and sage scrub. As the climate began to change at the end of the Ice Age, many of the larger species started to disappear. However, many species such as grizzly bears, pronghorn antelope, California condors, and jaguars still inhabited the lush riparian forests and wooded foothills at the beginning of European settlement. Fossil remains may occur throughout the City of El Monte. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area.

Thresholds of Significance

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the proposed project could result in significant impacts if it:

- A. Causes a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- B. Directly or indirectly destroys a unique paleontological resource or site or unique geologic feature.

Environmental Impacts

Impact 4.3.A-B The proposed project would not cause adverse change in significance of an archeological resource pursuant to Section 15064.5 or destroy a unique paleontological resource, site, or unique geologic feature. Impacts would be less than significant with mitigation incorporated.

The project site is located in an urbanized area that has been previously disturbed and heavily affected by past activities, specifically construction of previous on-site structures. Given that the project site has been substantially disturbed (up to a certain depth) by previous construction, any cultural resources that may have existed at one time likely have been unearthed, collected, and/or destroyed and lost their stratigraphic and geologic context and thus will no longer be considered an archaeological resource. However, because grading for the proposed parking structures will extend to

much greater depths than was previously disturbed on the project site, there is potential to uncover archaeological or paleontological resources at greater depths. In the event that archaeological or paleontological materials are uncovered, Mitigation Measures 4.3.A-1, 4.3.A-2, and 4.3.A-3 are incorporated to ensure that uncovered resources are evaluated, left in place if possible, or curated as recommended by a qualified anthropologist or paleontologist. Impacts to buried cultural resources will be less than significant with mitigation incorporated.

Mitigation Measures

- 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.
- 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.
- 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.

Level of Significance with Mitigation Incorporated

Impacts 4.3.A and 4.3.B will be less than significant with mitigation incorporated.

References

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- ¹ The Planning Center. *Draft City of El Monte General Plan and Zoning Code Update Environmental Impact Report SCH#2008071012*. March 2011

The geology and soils analysis is based, in part, on the Preliminary Geotechnical Information prepared by Group Delta Consultants (see Appendix C) and discusses potential impacts due to ground failure involving liquefaction and the site being located on a geologic unit that would become unstable due to liquefaction. As analyzed in the Initial Study, the proposed project would not expose people or structures to adverse effects involving landslides. The proposed project would also not result in substantial effects involving strong seismic ground shaking, soil erosion or loss of topsoil and would not include the use of septic tanks or alternative waste water disposal systems. Therefore, this DEIR does not further analyze these topics.

Existing Conditions

TOPOGRAPHY

The project site slopes gently to the south. Site elevations range from approximately 252 to 258 feet above mean sea level (AMSL).

REGIONAL GEOLOGY

The project site is located within the Los Angeles Basin section of the Peninsular Range Geomorphic Province of Southern California. The Peninsular Ranges are characterized by a series of northwest trending mountain ranges separated by valleys. The range geology consists of granitic rock that intrudes into the older metamorphic rocks. The valleys are typified by deep alluvial basins consisting of interbedded gravel, sand, silt, and clay. The Los Angeles Basin is underlain by Quaternary-age alluvial fan deposits, as well as thousands of feet of Tertiary marine and nonmarine sediments.

The project site is situated north of the confluence of three concrete lined creek channels. The Rio Hondo channel and the Eaton Wash meet roughly 1,500 feet east of the site (south of I-10). The Rubio Wash combines with the flow from these two channels about 2,000 feet southwest of the site. All three channels ultimately flow into the San Gabriel River to the south. The project site is underlain by young alluvial fan and alluvial wash deposits of late Pleistocene to Holocene age, with fill soils along the I-10 corridor.¹ The alluvial sediments are associated with the nearby rivers, and are characterized by loose to medium dense, poorly consolidated deposits of gravel, sand and silt. These sediments become increasingly dense or stiff with depth.

SUBSURFACE CONDITIONS

Alluvium was encountered in subsurface explorations conducted by Group Delta Consultants within the project vicinity.² The alluvium generally consisted of interbedded deposits of silty and clayey sand as well as sandy silt and lean clay. In the upper 25 feet, the clays were typically soft to stiff in consistency, whereas the sands and silts were generally loose to medium dense. Standard Penetration Test (SPT) blow counts in the granular alluvial deposits typically ranged from about 8 to 18. However, the density of the alluvium generally increases with depth. At depths of more than 25 feet below grade, the clays were stiff to very stiff in consistency, and the sands were typically dense with SPT blow counts of 25 to 30 or more.

GEOLOGIC HAZARDS

Various types of ground failure can occur as a result of earthquake related groundshaking and can cause substantial damage to the built environment. Ground failure types include settlement, collapse, subsidence, expansion, liquefaction, and slope failure.

SETTLEMENT

Seismic settlement occurs when seismic groundshaking causes one type of soil or rock to settle more than another type. Settlement is more likely to occur in areas of alluvium. Settling can damage structures and infrastructure by unevenly depressing soils underlying building foundations.

COLLAPSE

Collapsible soils consist of loose, dry, low-density materials that collapse and compact with the addition of water or excessive loading. Such soils are typical in areas of young alluvial fans, debris flow sediments, and aeolian (wind-blown) deposits. Collapse occurs when subsurface soils are excessively saturated at levels deeper than those reached by an average rainfall and the clay bonds holding the soil grains together are eliminated. Collapse can result in cracked foundations, floors, and walls.

SUBSIDENCE

Land subsidence is a gradual settling or sudden sinking of the Earth's surface due to subsurface movement of earth materials. More than 80 percent of the identified subsidence in the United States is caused through overdrafting of groundwater. Drainage of organic soils, underground mining, natural compaction, and thawing of permafrost can also cause subsidence. Similar to collapse and settlement, subsidence causes large areas of land to sink, thereby potentially damaging foundations, walls, and floors.

LATERAL SPREAD

Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

EXPANSION

Expansive soil and rock are characterized by the shrinking and swelling of clayey material as materials dry or become wet. Shale is the most common parent rock associated with expansive soils. This swelling and shrinking places stress on buildings and infrastructure. Problems associated with expansive soils include foundation damage, jammed doors and windows, ruptured pipelines, and heaving and cracking of sidewalks and roads.

LIQUEFACTION

Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly the medium sand to silt range) are located over a high (less than 50 feet from the surface) groundwater table. Affected soils lose all strength during liquefaction and foundation failure can occur.

Regulatory Framework

CALIFORNIA BUILDING CODE

The California Building Standards Law states that every local agency enforcing building regulations must adopt the provisions of the California Building Code (CBC) within 180 days of its publication; however, each jurisdiction can require more stringent regulations issued as amendments to the CBC. The publication date of the CBC is established by the California Building Standards Commission and the code is known as Title 24 of the California Code of Regulations. In the past, the CBC was modeled on the Uniform Building Code (UBC); however, beginning with the 2007 version, the CBC is now modeled after the International Building Code (IBC). It should be emphasized that the building codes provide minimum requirements to prevent major structural failure and loss of life.

The City of El Monte adopted the 2013 CBC through Chapter 15.01 (Building Code) of the Municipal Code. The 2013 CBC bases its seismic design criteria on *maximum considered ground motion* through maps prepared by the USGS for the National Seismic Hazard Mapping Program (see Section 1613). Chapter 18 (Soils and Foundations) and Appendix J (Grading) of the 2013 CBC has also been adopted by the City to establish grading and foundation standards. Standards include requirements for excavation, fill, footings, retaining walls, and pier and pile foundations. Pursuant to the CBC, soils reports are required to be submitted prior to issuance of grading permits.

EL MONTE GENERAL PLAN

The El Monte General Plan includes the following implementing policies to minimize structural damage due to seismic hazards.

- Ensure that new and retrofitted buildings comply with the most recently adopted City and state building codes governing seismic safety and structural design to minimize the potential for damage, personal injury, and loss from earthquakes.
- As necessary, require detailed geologic, geotechnical or soil investigations in areas of potential seismic or geologic hazards as part of the environmental and/or development review process.
- Mitigate structural hazards related to seismic events through appropriate methods such as excavating and refilling land with engineered fill, ground improvements, structural design, and other appropriate mitigation.

MUNICIPAL CODE

Municipal Code Section 16.10.040 (Accompanying data and reports) requires that submission of a tentative map be accompanied by the following data or reports:

- A. Soils Report. A preliminary soils report prepared in accordance with the City's grading ordinance shall be submitted. If the preliminary soils report indicates the presence of critically expansive soils or other soil problems which, if not corrected, would lead to structural defects, the soils report accompanying the final map shall contain an investigation of each lot within the subdivision.
- B. Engineering Geology and/or Seismic Safety Report. A preliminary engineering geology and/or seismic safety report, prepared in accordance with City guidelines, is required if the subdivision lies within a "medium risk" or "high risk" geologic hazard area, as shown on maps on file contained within the safety element of the El Monte General Plan.

Thresholds of Significance

A significant impact could occur if the proposed project would:

- A. Expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.
- B. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- C. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property.

Environmental Impacts

Impact 4.4.A-C The proposed project will not expose people or structures to potential substantial adverse effects involving liquefaction, lateral spreading, subsidence, collapse, or expansive soils. Impacts would be less than significant.

LIQUEFACTION AND DYNAMIC SETTLEMENT

According to the Seismic Hazard Evaluation of the El Monte 7.5 minute quadrangle, the site is located in a Zone of Required Investigation for liquefaction.³ The entire City is underlain by soils susceptible to liquefaction. To minimize structural damage due to liquefaction, the El Monte General Plan includes the above referenced implementing policies. In addition, the proposed project is subject to the seismic design criteria of the California Building Code (CBC). The General Plan, Municipal Code, and the CBC require that a soil investigation take place in areas of potential seismic or geologic hazards.

LATERAL SPREAD, SUBSIDENCE, COLLAPSE POTENTIAL

Lateral spreading of the ground surface during a seismic event usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e., retaining wall, slope, or channel) and to a lesser extent on ground surfaces with a very gentle slope. According to the General Plan EIR, lateral spreading is not likely to be a substantial hazard due to the relatively flat terrain.⁴ Common causes of subsidence include the withdrawal of oil and groundwater from subsurface sediments. According to the General Plan EIR, subsidence and related ground failures have been attributed to groundwater pumping as groundwater is the main water supply source for much of the San Gabriel Valley. Subsidence may pose a hazard in the entire city of El Monte.⁵ Collapsible soils tend to be young soils that have been rapidly deposited and occur in arid and semiarid areas. According to the General Plan EIR, surface soils in El Monte are young, unconsolidated sediments in flood-plains along the San Gabriel and Rio Hondo Rivers. In addition, El Monte has a semiarid climate. Conditions in El Monte are therefore such that collapsible soils could be present and create a potentially significant geologic hazard.⁶

To minimize structural damage due to subsidence and collapse, the El Monte General Plan includes the above referenced implementing policies. In addition, the proposed project is subject to the seismic design criteria of the CBC. In addition, the General Plan, Municipal Code, and the CBC require that a soil investigation take place in areas of potential seismic or geologic hazards.

EXPANSIVE SOILS

According to the General Plan EIR, surface sediments in the City consist of young alluvial-fan deposits composed of unconsolidated gravel, sand, and silt, and young wash deposits consisting of unconsolidated sand, silt, and gravel. Clays are not listed as major components of surface sediments in El Monte; therefore, expansion potential may not be substantial within the City.⁷ However, the presence of expansive soils needs to be determined through site-specific evaluation. The General Plan, Municipal Code, and the CBC require that a soil investigation take place in areas of potential seismic or geologic hazards. The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. The site has previously been developed and the existing on-site soils consist of compacted, engineered fill and thus would not contain expansive soils.

The proposed project is subject to CBC standards including requirements for excavation, fill, footings, retaining walls, and pier and pile foundations. Typical design features required by the CBC are ground improvement or foundational design. Ground improvement includes removal and recompaction of low-density soils and removal of excess groundwater. Similarly, over-excavation and recompaction of soils is a common method to prevent soil compression. Importing clean fill material may also be required if onsite soils contain excessive amounts of organic material or deleterious objects (such as boulders). Foundation design includes construction of piles to reinforce shallow foundations or construction of subsurface retaining structures. Implementation and compliance with General Plan, Municipal Code, and CBC requirements would limit hazard impacts related to liquefaction, lateral spreading, subsidence, collapse, and expansive soils to less than significant levels. Thus, there is no need for any additional mitigation measures to control potential ground failure impacts to a less than significant impact level.

Mitigation Measures

None required.

Level of Significance with Mitigation Incorporated

Not applicable.

References

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- ¹ Group Delta Consultants. *Preliminary Geotechnical Information: EN007 Flair Spectrum Development*. May 10, 2013
 - ² Group Delta Consultants. *Preliminary Geotechnical Information: EN007 Flair Spectrum Development*. May 10, 2013
 - ³ California State Department of Conservation. California Geological Survey, Seismic Hazard Zones. El Monte Quadrangle, March 25, 1999

- ⁴ The Planning Center. *Draft City of El Monte General Plan and Zoning Code Update Environmental Impact Report SCH#2008071012*. March 2011
- ⁵ The Planning Center. *Draft City of El Monte General Plan and Zoning Code Update Environmental Impact Report SCH#2008071012*. March 2011
- ⁶ The Planning Center. *Draft City of El Monte General Plan and Zoning Code Update Environmental Impact Report SCH#2008071012*. March 2011
- ⁷ The Planning Center. *Draft City of El Monte General Plan and Zoning Code Update Environmental Impact Report SCH#2008071012*. March 2011

GREENHOUSE GAS EMISSIONS 4.5

This section analyzes greenhouse gas (GHG) emissions and the contribution to global climate change. The following discussion is based primarily on the project Air Quality and Climate Change Assessment prepared by MIG | Hogle-Ireland (Appendix B). No comments on greenhouse gas emissions were submitted during circulation of the Notice of Preparation.

Existing Conditions

DEFINING CLIMATE CHANGE

Climate change is the distinct change in measures of climate over a long period of time. Climate change can result from natural processes and from human activities. Natural changes in the climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e., changes in ocean circulation). Human activities can affect the atmosphere through emissions of gases and changes to the planet's surface. Emissions affect the atmosphere directly by changing its chemical composition, while changes to the land surface indirectly affects the atmosphere by changing the way the Earth absorbs gases from the atmosphere. The term *climate change* is preferred over the term *global warming* because *climate change* conveys the fact that other changes can occur beyond just average increase in temperatures near the Earth's surface. Elements that indicate that climate change is occurring on Earth include:

- Rising of global surface temperatures by 1.3° Fahrenheit (F) over the last 100 years
- Changes in precipitation patterns
- Melting ice in the Arctic
- Melting glaciers throughout the world
- Rising ocean temperatures
- Acidification of oceans
- Range shifts in plant and animals species

Climate change is intimately tied to the Earth's greenhouse effect. The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it keeps the planet approximately 60° F warmer than without it. Emissions from human activities since the beginning of the industrial revolution (approximately 150 years) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Human activities that enhance the greenhouse effect are detailed below.

GREENHOUSE GASES

The greenhouse effect is caused by a variety of greenhouse gases. Greenhouse gases (GHGs) occur naturally and from human activities. GHGs produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since the year 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity.¹ The primary GHG emissions are detailed in Appendix B (Air Quality and Climate Change Assessment, and referenced herein as the Air Quality Report).

GHGs behave differently in the atmosphere and contribute to climate change in different ways. Some gases have more potential to reflect infrared heat back towards the earth while some persist in the atmosphere longer than others. To equalize the contribution of GHGs to climate change, the Intergovernmental Panel on Climate Change (IPCC) devised a weighted metric to compare all GHGs to carbon dioxide.² The weighting depends on the lifetime of the gas in the atmosphere and its radiative efficiency. As an example, over a time horizon of 100-years, emissions of nitrous oxide will contribute to climate change 298 times more than the same amount of emissions of carbon dioxide while emissions of

HFC-23 would contribute 14,800 times more than the same amount of carbon dioxide. These differences define a gas's global warming potential (GWP). Table 4.5-1 (Global Warming Potential of GHGs) identifies the lifetime and GWP of select GHGs. The lifetime of the GHG represents how many years the GHG will persist in the atmosphere. The GWP of the GHG represents the GHG's relative potential to induce climate change as compared to carbon dioxide.

Table 4.5-1
Global Warming Potential (GWP) of Greenhouse Gases (GHG)

GHG	Lifetime (yrs)	GWP
Carbon Dioxide	50-200	1
Methane	12	25
Nitrous Oxide	114	298
HFC-23	270	14,800
HFC-134a	14	1,430
HFC-152a	1.4	124
PFC-14	50,000	7,390
PFC-116	10,000	12,200
Sulfur Hexafluoride	3,200	22,800

Source: IPCC 2007

Regulatory Framework

EXECUTIVE ORDER S-3-05

Executive Order S-3-05 was issued by California Governor Arnold Schwarzenegger and established targets for the reduction of greenhouse gas emissions at the milestone years of 2010, 2020, and 2050. Statewide GHG emissions must be reduced to 1990 levels by year 2020 and by 80 percent beyond that by year 2050. The Order requires the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate with other State departments to identify strategies and reduction programs to meet the identified targets. A Climate Action Team (CAT) was created and is headed by the Secretary of CalEPA who reports on the progress of the reduction strategies. The latest CAT *Biennial Report to the Governor and Legislature* was completed in April 2010.³ CAT also works in 11 subgroups to support development and implementation of the Scoping Plan (see "California Global Warming Solutions Act" herein).

CALIFORNIA GLOBAL WARMING SOLUTIONS ACT

The California State Legislature adopted the California Global Warming Solutions Act in 2006 (AB 32). AB 32 establishes the caps on statewide greenhouse gas emissions proclaimed in Executive Order S-3-05 and establishes a regulatory timeline to meet the reduction targets. The timeline is as follows:

January 1, 2009	Adopt Scoping Plan
January 1, 2010	Early action measures take effect
January 1, 2011	Adopt GHG reduction measures
January 1, 2012	Reduction measures take effect
December 31, 2020	Deadline for 2020 reduction target

As part of AB 32, CARB had to determine what 1990 GHG emissions levels were and projected a business-as-usual (BAU) estimate for 2020 to determine the amount of GHG emissions that will need to be reduced. BAU is a term used to define emissions levels without considering reductions from future or existing programs or technologies. 1990 emissions are estimated at 427 million metric tons of carbon dioxide equivalent (MMTCO₂E) while 2020 emissions (after

accounting for the economic downturn in 2008 and implementation of Pavley 1 vehicle emissions reductions and the State Renewable Portfolio Standard identified in Air Resources Board Scoping Plan below) are estimated at 507 MMTCO₂E; therefore, California GHG emissions must be reduced 80 MMTCO₂E (507 – 427 = 80) by 2020, a reduction of approximately 16 percent below BAU. Emissions are required to be reduced an additional 80 percent below 1990 levels by 2050.

AIR RESOURCES BOARD SCOPING PLAN

The CARB Scoping Plan is the comprehensive plan to reach the GHG reduction targets stipulated in AB 32. The key elements of the plan are to expand and strengthen energy efficiency programs, achieve a statewide renewable energy mix of 33 percent, develop a cap-and-trade program with other partners in the Western Climate Initiative (includes seven states in the United States and four territories in Canada), establish transportation-related targets, and establish fees.⁴ Note that the current early discrete actions are incorporated into these measures. ARB estimates that implementation of these measures will reduce GHG emissions in the state by 174 MMTCO₂E by 2020; therefore, implementation of the Scoping Plan will meet the 2020 reduction target.

CALIFORNIA GREEN BUILDING STANDARDS

New California Green Building Standards Code (CALGREEN) went into effect on January 1, 2011.⁵ The purpose of the new addition to the California Building Code (CBC) is to improve public health, safety, and general welfare by enhancing the design and construction of buildings using concepts to reduce negative impacts or produce positive impacts on the environment. The CALGREEN regulations cover planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality. Many of the new regulations have the effect of reducing greenhouse gas emissions from the operation of new buildings. Appendix B (Air Quality and Climate Change Assessment) summarizes the previous requirements of the CBC and the new requirements of CALGREEN that went into effect in January 2011. Minor technical revisions and additional requirements went into effect in July 2012. The Code was further updated in 2013, effective January 1, 2014 through 2016.

GENERAL PLAN

The El Monte General Plan includes the following policies and programs related to sustainability, mobility, and associated greenhouse gas reductions for Flair Business Park.

COMMUNITY DESIGN ELEMENT

Policy CD-6.9 Emerald Necklace. Improve the riverfront experience along the Rio Hondo River through the installation of Emerald Necklace projects. Include the following improvements according to the Emerald Necklace Vision Plan:

- Linear park and trails along the river
- Miniparks at key locations along the river
- Trees and native habitat planted along the way
- Cultural and historical references
- Bicycle paths and multiuse trails

Policy CD-6.10 Public Parks. Create a series of interconnected public parks that encourage pedestrian interest and activity, equipped with plazas, public art, and fountains, statues, and other features; link the public parks across Telstar or major streets through a series of landscaped paths that allow for pedestrian movement.

Policy CD-6.12 Linkages. Establish a stronger link between the various districts within Flair Park by visually denoting Telstar Avenue as the major spine and incorporating unifying streetscape improvements along Flair Drive, Rio Hondo Avenue, Aerojet Avenue, and Fletcher Avenue.

Policy CD-6.15 Pedestrian Path System. Create a coordinated system of paths that weave through each district and connect districts separated by internal streets according to the following principles:

- Line paths with public art, small seating areas, street furniture, and pedestrian-scaled lamps that lend an air of informality.
- Paths should be a combination of linear and nonlinear configurations, lending visual interest for the pedestrian.
- Paths should link to major plazas and gathering places; avoid creating paths that simply follow building property lines.
- Include pavement colorings, treatments, and detailed materials (not undifferentiated concrete) that lend a domestic quality while still clearly demarcating a Class A office park.
- Include pedestrian-scaled monument signage and wayfinding of quality materials and finish that withstand weather.

PUBLIC HEALTH AND SAFETY ELEMENT

Policy PHS-3.3 Community Forest. As prescribed in the Parks and Recreation Element, enhance the City's community forest by planting trees along all roadways as a means to help filter air pollutants, clean the air, and provide other health benefits to the community.

Policy PHS-3.4 Transportation. Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, and creating a network of multiuse trails and bicycle paths.

Thresholds of Significance

The proposed project could result in potentially significant impacts related to greenhouse gas emissions and global climate change if it would:

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

A numerical threshold for determining the significance of GHG emissions in the South Coast Air Basin (Basin) has not been established by the South Coast Air Quality Management District (SCAQMD). To determine if the Project will contribute significantly to climate change impacts, a performance standard of a 16 percent reduction under *business-as-usual* (BAU) levels will be utilized, consistent with the Statewide 2020 reduction requirement pursuant to AB32. Accordingly, GHG emissions could result in potentially significant impacts if this performance standard is not met. This report uses this 16 percent below BAU standard to analyze the project's potential GHG emissions impacts.

Environmental Impacts

Impact 4.5.A The proposed project will not generate direct or indirect greenhouse gas emissions that will contribute considerably to global climate change. Impacts will be less than significant with implementation of project design features and regulatory requirements.

SHORT-TERM EMISSIONS

The proposed project will result in short-term greenhouse gas emissions from construction and installation activities. Greenhouse gas emissions will be released by equipment used for grading, paving, building construction, and architectural coating activities. GHG emissions will also result from worker, hauling, and vendor trips to and from the project site. Table 4.5-2 (Construction Greenhouse Gas Emissions) summarizes the estimated yearly emissions from construction activities. Carbon dioxide emissions from construction equipment and worker/vendor/hauling trips were estimated utilizing the California Emissions Estimator Model (CalEEMod) version 2013.2.2. Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to

amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project GHG inventory. Amortized construction emissions are included in Table 4.5-2.

Table 4.5-2
Construction Greenhouse Gas Emissions

Construction Year	MTCO ₂ E/YR
2015	1,508
2016	782
2017	128
2018	342
2019	131
<i>Total</i>	<i>2,891</i>
Amortized Total	96
Source: MIG Hogle-Ireland 2014	

LONG-TERM EMISSIONS

Proposed project activities will result in continuous greenhouse gas emissions from mobile, area, and operational sources. Mobile sources including vehicle trips to and from the project site will result primarily in emissions of CO₂ with minor emissions of methane and nitrous oxide. The most significant GHG emission from natural gas usage will be methane. Electricity usage by the proposed project and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of carbon dioxide. Disposal of solid waste will result in emissions of methane from the decomposition of waste at landfills coupled with CO₂ emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas emissions inventory for the build-out of the proposed project.

The methodology utilized for each emissions source in CalEEMod is based on the CAPCOA *Quantifying Greenhouse Gas Mitigation Measures* handbook.⁶ A summary of the proposed project operational greenhouse gas emissions is included in Table 4.5-3 (Long-Term Greenhouse Gas Emissions). The emissions inventories are presented as metric tons of carbon dioxide equivalent (MTCO₂E) meaning that all emissions have been weighted based on their Global Warming Potential (GWP) (a metric ton is equal to 1.102 US short tons).

Mobile sources are based on annual vehicle miles traveled (VMT) based on daily trip generation identified in the project traffic study.⁷ Daily trip generation is established by the Institute of Traffic Engineers through survey data. Default CalEEMod trip lengths and fleet mix are utilized. Natural gas, electricity and solid waste generation were projected using CalEEMod default values. Water demand was calculated by the project engineer and used in place of CalEEMod defaults.

Table 4.5-3
Long-Term Greenhouse Gas Emissions

Source	MTCO ₂ E/YR
Area	10
Energy	7,201
Mobile	40,621
Solid Waste	495
Water/Wastewater	293
<i>Total</i>	<i>48,621</i>
Source: MIG Hogle-Ireland 2014	

GREENHOUSE GAS EMISSIONS INVENTORY

Table 4.5-4 (Greenhouse Gas Emissions Inventory) summarizes the yearly estimated greenhouse gas emissions from construction of the proposed project and operational sources under operational conditions. The project will generate 48,717 MTCO2E annually under BAU conditions.

Table 4.5-4
Greenhouse Gas Emissions Inventory

Source	MTCO2E/YR
Amortized Construction	96
Operational	48,621
<i>Total</i>	<i>48,717</i>
Source: MIG Hogle-Ireland 2014	

DESIGN FEATURE AND REGULATORY REQUIREMENTS

As a mixed-use project in an urbanized area, the project includes design features that will reduce greenhouse gas emissions. Furthermore, regulatory requirements associated with the state CALGREEN requirements will further reduce greenhouse gas emissions. Greenhouse gas emissions reductions are summarized below as modeled using CalEEMod per the California Air Pollution Control Officers Association (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures* handbook. Design features and regulatory requirements will reduce greenhouse gas emissions by 9,657 MTCO2E per year, a 20 percent reduction. With design features, regulatory requirements, and mitigation incorporated, the project will meet the minimum threshold of a 16 percent reduction performance standard from BAU conditions. Table 4.5-5 (Greenhouse Gas Emissions Reduced Inventory) summarizes the project greenhouse gas inventory with design features and regulatory requirements incorporated. Impacts will be less than significant with implementation of design features and regulatory requirements.

Table 4.5-5
Greenhouse Gas Emissions Reduced Inventory

Source	MTCO2E/YR
Construction	96
Area	7
Energy	7,201
Mobile	31,272
Solid Waste	248
Water/Wastewater	236
<i>Total</i>	<i>39,060</i>
Source: MIG Hogle-Ireland 2014	

The mixed-use development will result in an increase in jobs and housing on the site. Increased density reduces the distance people travel and provides greater options for their mode of travel (CAPCOA Mitigation Measure LUT-1). With an increase of 1,799 jobs on 11.98 job acres, the project will increase employment density by 150 jobs per acre. With an increase of 600 dwelling units, the project will increase residential density by 144 dwelling units per housing acre.

The proposed project supports higher-density, vertical, mixed-use development in an area currently characterized by commercial and industrial uses (CAPCOA Mitigation Measure LUT-3). Having different types of land uses near one another can decrease vehicle miles traveled (VMT) since trips between land use types are shorter and may be accommodated by non-auto modes of transport.⁸ The increase in diversity is supported by the proposed project which includes a mix of uses including retail, restaurant, and hotel uses in addition to 600 residential units.

The project site is located approximately 11.7 miles from Downtown Los Angeles. Proximity to downtowns or major job centers increases the potential for pedestrians to walk and bike to these destinations, reduces the vehicle miles traveled when compared to suburban areas, and makes use of public transit more appealing (CAPCOA Mitigation Measure LUT-4).⁹

Pursuant to California Green Building Standards Code (CALGREEN) requirements, indoor water demand must be reduced by a minimum of 20 percent. This requirement was applied to the project using default reduction factors provided in CalEEMod (CAPCOA Mitigation Measure WUW-1). Proposed landscaping has been designed to be water efficient in accordance with State and county water efficient landscape requirements. Based on the proposed landscape design, maximum allowable water use was calculated at 3,236,112 gallons per year. MAWA is calculated using the following equation:

$$\text{MAWA} = \text{ET}_0 * 0.62 * [(0.70 * \text{LA}) + (0.30 * \text{SLA})]$$

Where:

MAWA = Maximum Applied Water Allowance (gallons per year)
 ET₀ = Reference Evapotranspiration for Locale (inches per year)
 LA = Landscape Area (square feet)
 SLA = Special Landscape Area (square feet)

The estimated total water use was calculated at 3,119,085 gallons per year, an approximate four percent reduction in outdoor water demand (CAPCOA Mitigation Measure WUW-3). Estimated landscaping water demand was calculated using the State equation for calculating Estimated Total Water Use (ETWU) assuming medium water use plants, as follows:

$$\text{ETWU} = \text{ET}_0 * 0.62 * \{[(\text{PF} * \text{HA}) \div \text{IE}] + \text{SLA}\}$$

Where:

ETWU = Estimated Total Water Use per year (gallons)
 ET₀ = Reference Evapotranspiration (inches)
 PF = Plant Factor
 HA = Hydrozone Area [high, medium, and low water use areas] (square feet)
 SLA = Special Landscape Area (square feet)
 IE = Irrigation Efficiency (minimum 0.71)

Proposed landscaping will include a number of water efficient irrigation features. These may include automatic irrigation controllers, separate turf and shrub irrigation, and separate hydrozones. The CalEEMod default reduction of 6.1 percent was applied to account for improved irrigation efficiency (CAPCOA Mitigation Measure WUW-4).

Pursuant to the State *Integrated Waste Management Act* (AB 939) and the mandatory commercial recycling (California Code of Regulations Title 14, Division 7, Chapter 9.1) requirement of AB 32 (effective May 2012), the proposed project is assumed to recycle a minimum of 50 percent of its solid waste (CAPCOA Mitigation Measure SW-1). Recycling helps reduce GHG emissions by reducing solid waste transportation demand and decomposition of solid waste in landfills.

Impact 4.5.B The proposed project is consistent with the state Scoping Plan in support of the California Global Warming Solutions Act. Impacts will be less than significant.

ARB's *Scoping Plan* identifies strategies to reduce California's greenhouse gas emissions in support of AB32. Many of the strategies identified in the Scoping Plan are not applicable at the project level, such as long-term technological improvements to reduce emissions from vehicles. Some measures are applicable and supported by the proposed project, such as energy efficiency. Finally, while some measures are not directly applicable, the proposed project would not conflict with their implementation. Reduction measures are grouped into 18 action categories, as follows:

1. **California Cap-and-Trade Program Linked to Western Climate Initiative Partner Jurisdictions.** Implement a broad-based California cap-and-trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California.¹⁰ Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.
2. **California Light-Duty Vehicle Greenhouse Gas Standards.** Implement adopted Pavley standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.
3. **Energy Efficiency.** Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).
4. **Renewables Portfolio Standards.** Achieve 33 percent renewable energy mix statewide.
5. **Low Carbon Fuel Standard.** Develop and adopt the Low Carbon Fuel Standard.
6. **Regional Transportation-Related Greenhouse Gas Targets.** Develop regional greenhouse gas emissions reduction targets for passenger vehicles.
7. **Vehicle Efficiency Measures.** Implement light-duty vehicle efficiency measures.
8. **Goods Movement.** Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.
9. **Million Solar Roofs Program.** Install 3,000 megawatts of solar-electric capacity under California's existing solar programs.
10. **Medium- and Heavy-Duty Vehicles.** Adopt medium- (MD) and heavy-duty (HD) vehicle efficiencies. Aerodynamic efficiency measures for HD trucks pulling trailers 53-feet or longer that include improvements in trailer aerodynamics and use of rolling resistance tires were adopted in 2008 and went into effect in 2010.¹¹ Future, yet to be determined improvements, includes hybridization of MD and HD trucks.
11. **Industrial Emissions.** Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.
12. **High Speed Rail.** Support implementation of a high speed rail system.
13. **Green Building Strategy.** Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.
14. **High Global Warming Potential Gases.** Adopt measures to reduce high warming global potential gases.
15. **Recycling and Waste.** Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials, and mandate commercial recycling. Move toward zero-waste.
16. **Sustainable Forests.** Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation. The 2020 target for carbon sequestration is 5 million MTCO₂E/YR.
17. **Water.** Continue efficiency programs and use cleaner energy sources to move and treat water.
18. **Agriculture.** In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.

Table 4.5-6 summarizes the proposed project's consistency with the State Scoping Plan. As summarized, the proposed project will not conflict with any of the provisions of the Scoping Plan and in fact supports four of the action categories through energy efficiency, water conservation, and recycling.

Table 4.5-6
Scoping Plan Consistency Summary

Action	Supporting Measures	Consistency
Cap-and-Trade Program	--	Not Applicable. These programs involve capping emissions from electricity generation, industrial facilities, and broad scoped fuels. Caps do not directly affect retail, residential, restaurant, or hotel uses.
Light-Duty Vehicle Standards	T-1	Not Applicable. This is a statewide measure establishing vehicle emissions standards.
Energy Efficiency	E-1	Consistent. The project will include a variety of building, water, and solid waste efficiencies consistent with CALGREEN requirements.
	E-2	
	CR-1	
	CR-2	
Renewables Portfolio Standard	E-3	Not Applicable. Establishes the minimum statewide renewable energy mix.
Low Carbon Fuel Standard	T-2	Not Applicable. Establishes reduced carbon intensity of transportation fuels.
Regional Transportation-Related Greenhouse Gas Targets	T-3	Not Applicable. The project will not result in substantial emissions of greenhouse gas emissions; therefore, transportation related emissions reductions are not required.
Vehicle Efficiency Measures	T-4	Not Applicable. Identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
Goods Movement	T-5	Not applicable. Identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories.
	T-6	
Million Solar Roofs Program	E-4	Optional. Sets goal for use of solar systems throughout the state. The project proponent could include solar systems to help meet this goal.
Medium- & Heavy-Duty Vehicles	T-7	Not applicable. Medium-duty and heavy-duty trucks and trailers will not operate from the proposed project.
	T-8	
Industrial Emissions	I-1	Not Applicable. These measures are applicable to large industrial facilities (> 500,000 MTCOE2/YR) and other intensive uses such as refineries.
	I-2	
	I-3	
	I-4	
	I-5	
High Speed Rail	T-9	Not Applicable. Supports increased mobility choice.
Green Building Strategy	GB-1	Consistent. The project will include a variety of building, water, and solid waste efficiencies consistent with CALGREEN requirements.
High Global Warming Potential Gases	H-1	Not Applicable. The proposed project is not a

Action	Supporting Measures	Consistency
	H-2	substantial source of high GWP emissions and will comply with any future changes in air conditioning, fire protection suppressant, and other requirements.
	H-3	
	H-4	
	H-5	
	H-6	
	H-7	
Recycling and Waste	RW-1	Consistent. The project will be required to recycle a minimum of 50 percent from construction activities and operations per State requirements.
	RW-2	
	RW-3	
Sustainable Forests	F-1	Not Applicable. The project site is not forested and the project will not result in the loss of any forest land.
Water	W-1	Consistent. The project will include use of low-flow fixtures and efficient landscaping per State requirements (see discussion of water demand reductions in Impact 4.5.A).
	W-2	
	W-3	
	W-4	
	W-5	
	W-6	
Agriculture	A-1	Not Applicable. The project is not an agricultural use.

Mitigation Measures

None required.

Level of Significance with Mitigation Incorporated

Impacts 4.5.A and 4.5.B will be less than significant without need for mitigation incorporation.

References

- 1 United States Environmental Protection Agency. Greenhouse Gas Emissions. www.epa.gov/climatechange/emissions/index.html [September 28, 2010]
- 2 Intergovernmental Panel on Climate Change. Changes in Atmospheric Constituents and in Radiative Forcing (Working Group I). Forth Assessment Report. 2007
- 3 California Climate Action Team. Biennial Report. April 2010
- 4 California Air Resources Board. Climate Change Scoping Plan. December 2008
- 5 California Building Standards Commission. California Code of Regulations Title 24. California Green Building Standards Code. 2010
- 6 California Air Pollution Control Officers Association. Quantifying Greenhouse Gas Emissions. August 2010
- 7 Linscott, Law & Greenspan Engineers. Flair Spectrum Specific Plan Traffic Impact Analysis. October 6, 2014
- 8 California Air Pollution Control Officers Association. Quantifying Greenhouse Gas Mitigation Measures. August 2010
- 9 Ibid
- 10 California Air Resources Board. California GHG Emissions – Forecast (2002-2020). October 2010
- 11 California Air Resources Board. Scoping Plan Measures Implementation Timeline. October 2010

HAZARDS AND HAZARDOUS MATERIALS 4.6

This section presents findings of investigations conducted to determine if there is potential for hazardous substance contamination from the handling of hazardous materials. In addition, the site is listed as a hazardous material site. This section is primarily based on the *Limited Phase II Environmental Site Assessment* prepared by Ninyo & Moore and the *Phase II Environmental Site Assessment* prepared by Odic Environmental. No impacts related to airport hazards or wildland fires were identified in the Initial Study (Appendix A). Therefore, those issues are not discussed in this section. Concerns regarding removal of previous contamination were identified through written correspondence received during the scoping period and during the public scoping meeting held on July 30, 2014. Concerns related to access to the project site and the entire Flair Park were identified during the Notice of Preparation (NOP) process. Site clean-up and emergency access will be addressed herein.

Existing Conditions

The project site was previously occupied by Sargent Fletcher Company from 1953 until 2010.^{1 2} The site was used for the manufacturing and assembly of pneumatic ejector racks and aircraft external fuel tanks. Manufacturing and assembly processes included machining, welding, metal cutting, painting and paint curing, assembly, and physical testing. The site was also used for the manufacture of napalm-filled drop tanks. The tanks were reportedly filled with napalm (gasoline and benzene). In addition, gasoline and benzene were stored at the site in underground storage tanks (USTs). The project site is currently vacant and has been recently cleared of all structures, pavement, and landscaping.

EPA Listed Facilities

According to the EPA, the proposed project is not located near any listed facilities that utilize radioactive materials, or discharge to surface water bodies.³ In addition to the previous use on the project site (Sargent Fletcher Company), one facility has reported toxic releases: Thrifty Payless Incorporated Ice Cream Division at 9200 Telstar Avenue. In addition to the previous use on the project site, the following 18 facilities have reported hazardous waste activities:⁴

- A B Dick Company, 9035 Telstar Avenue
- A D Pathlabs Los Angeles, 9440 Telstar Avenue
- American Xtal Technology Inc., 9650 Telstar Avenue
- Biostar Microtech USA Corp, 9460 Telstar Avenue Unit 5
- Biostar Microtech USA Corp, 9682 Telstar Avenue 110
- Caltrol Inc., 9639 Telstar Avenue
- Demeter Technologies Inc, 3477 Fletcher Avenue Suite A
- Demeter Technologies Inc, 9650 Telstar Avenue Suite A
- Electronic Solutions A Zero C, 3445 Fletcher Avenue
- Evirogenics Sysys Co, 9255 Telstar Avenue
- Gestetner Corp, 9500 Telstar Avenue
- Lyte Optronics, 3477 Flecture Drive
- Marshall Industries, 9661 Telestar Avenue
- Micro Gage Inc, 9537 Telstar Avenue
- Pac Fab Inc, 9626 Telstar
- Robert and Deborah Garcia, 9530 Olney Street
- Signet Scientific, 3401 Aerojet Avenue
- South Coast Air Quality Management District, 9150 Flair Drive

Leaking Underground Storage Tank

There is one open case of a leaking underground storage tank (LUST) approximately 0.5 miles east of the project site at AZ Arco at 3546 Baldwin Avenue.⁵ According to the Low Threat Closure Policy (LTCP) Checklist as of May 28, 2014, the release from the UST has been stopped and affected soils have been removed. No groundwater has been affected by this LUST.⁶

Cortese List

The proposed project is not located on a site listed on the state *Cortese List*, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses.⁷

Based upon review of the *Cortese List*, the project site is not:

- Listed as a leaking underground storage tank (LUST) site by the State Water Resources Control Board (SWRCB),⁸
- Listed as a hazardous solid waste disposal site by the SWRCB,⁹
- Currently subject to a Cease and Desist Order (CDO) or a cleanup and Abatement Order (CAO) as issued by the SWRCB,¹⁰ or
- Developed with a hazardous waste facility subject to corrective action by the Department of Toxic Substance Control (DTSC).¹¹

The project site is located within the San Gabriel Valley Superfund Site Area 1. Potential contaminants including PCE, TCE, 1,4-dioxane, and perchlorate are above state and federal water standards for groundwater. Affected wells in the vicinity include City of Monterey Park Wells 5, 12, and 15, San Gabriel Valley Plant 8 wells B, C, and D, and Golden State Water Company SG1 and SG2 wells.¹²

ON-SITE AND OFF-SITE ENVIRONMENTAL CONCERNS

A Phase I Environmental Site Assessment (ESA) was prepared by Environment Resources Management (ERM) on September 4, 2009 and identified the following historical recognized environmental conditions (HRECs):

- Former 10,000-gallon underground storage tanks (USTs): Five 10,000-gallon USTs that were used to store benzene and gasoline were installed in 1971 and removed in 1988. The case was closed in 1993 by the Los Angeles County Department of Public Works (LADPW).
- Former 10,000-gallon UST: One 10,000-gallon UST that was installed in 1971 and was used to fuel on-site vehicles was removed in 1988. 'No further Action' status was granted by LADPW on November 3, 1997.
- Asbestos containing materials (ACMs): Several potential ACMs were observed by ERM and ERM indicated that the materials appeared to be in good condition.

According to the Phase I ESA, the site was in continual industrial use since approximately 1953 until approximately 2010 for the manufacture of external aircraft fuel drop tanks and aircraft assembly. The site, as a result of its inclusion in the South El Monte Operable Unit (SEMOU) of the San Gabriel Superfund site and historical operations, was the subject of numerous soil, soil gas, and groundwater investigations during the 1980s and 1990s with the last groundwater sampling event reportedly completed in 2000. Based on the results of those investigations, ERM reported no evidence of gross or site-wide impacts, although localized soil impacts were encountered.

Regulatory Framework

UNDERGROUND TANK REGULATIONS

Title 23, Division 3, Chapter 16 (Underground Tank Regulations) of the California Code of Regulations identifies the regulations applicable to new and existing underground storage tanks. These regulations establish monitoring, maintenance, reporting, abatement, and closure procedures for all underground storage tanks in the state. These regulations are administered by the Los Angeles Regional Water Quality Control Board.

CALIFORNIA PORTER COLOGNE WATER QUALITY ACT

Division 7 of the California Water Code (Water Code) identifies the enforcement and implementation rights of the Regional Water Quality Control Board to remedy discharges to surface waters or groundwater that would or could violate water quality standards. Standard remedies include issuance of Cease and Desist Orders and cleanup and abatement procedures.

CODE OF REGULATIONS TITLE 22

Title 22 of the California Code of Regulations contains all applicable state and federal laws governing hazardous wastes at the site. Title 22 is more stringent and broader in its coverage of wastes than federal law.

Hazardous waste is any waste with properties that make it potentially dangerous or harmful to human health or the environment.¹³ Hazardous waste is defined in one of two ways. Waste is considered hazardous if it appears on one of the five lists created pursuant to the federal Resource Conservation Recovery Act (RCRA). The lists are known as the F-, K-, P-/U-, and M-lists and reflect non-specific source waste, source-specific waste, discarded commercial chemical products, and discarded mercury-containing products, respectively. A waste may also be categorized as hazardous if it exhibits one of the four characteristics of hazardous materials: ignitibility, corrosivity, reactivity, and toxicity. Because of its toxicity, solid wastes containing certain levels of lead are considered hazardous and must be handled, transported, and disposed of in accordance with federal and state law. In California, two thresholds have been established by state regulation to determine if a waste is hazardous due to its lead content.¹⁴ The Total Threshold Limit Concentration (TTL) establishes a threshold of 1,000 milligrams (mg) of lead per one kilogram (kG) of waste. The Soluble Threshold Limit Concentration (STLC) establishes a threshold of 5 mg of lead per liter (L) of waste extract solution. Hazardous waste must be disposed of at Class I landfills that are specifically designed to accept hazardous waste.

CALIFORNIA FIRE CODE

Chapter 4 (Emergency Planning and Preparedness) of the California Fire Code contains requirements for the reporting of emergencies, coordination with emergency response forces, emergency plans, and procedures for managing or responding to emergencies. An approved fire safety and evacuation plan is required to be prepared and maintained for developments including, but not limited to, businesses with an occupant load of 500 or more persons or more than 100 persons above or below the lowest level of exit, residential uses, open and closed mall buildings exceeding 50,000 square feet in aggregate area, and high-rise buildings. Contents of fire safety and evacuation plans shall be in accordance with Sections 4.4.3.1 and 4.4.3.2 of the California Fire Code. Required contents include, but are not limited to, emergency routes, procedures for assisted rescue and accounting for employees and occupants, identification of personnel responsible for emergency medical aid, means of notification of a fire or emergency, identification of a contact person for further explanation of duties under the plan, site plans indicating locations of fire hydrants and normal routes of fire department vehicle access, floor plans showing locations of exits, evacuation routes, areas of refuge, exterior areas for assisted rescue, and identification of personnel responsible for the maintenance of systems and equipment installed to prevent or control fires. Fire safety and evacuation plans shall be reviewed or updated annually or as necessitated by changes in staff assignments, occupancy or the physical arrangement of the building. In addition, emergency evacuation drills designed in cooperation with local authorities shall be conducted at least annually and employees shall be trained in the fire emergency procedures described in their fire evacuation and fire safety plans.

Thresholds of Significance

Applicable impact thresholds of significance concerning hazards and hazardous materials are based on the thresholds specified in Appendix G of the State CEQA Guidelines. Accordingly, the proposed project's impacts are assessed in terms of whether it could:

- A. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- B. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- C. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- D. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

- E. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Environmental Impacts

Impact 4.6.A-D The proposed project will not create a significant hazard to the public or the environment with the compliance of existing regulations and implementation of the clarifier removal work plan. Impacts will be less than significant with mitigation incorporated.

CONSTRUCTION ACTIVITIES

During construction, there will be a minor level of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This will include fuels and lubricants for construction machinery, coating materials, etc. Construction of the proposed project will require the use and transport of hazardous materials such as asphalt, paints, and other solvents. Construction activities could also produce hazardous wastes associated with the use of such products. Construction of the proposed mixed-use development requires ordinary construction activities and use of hazardous materials to complete.

OPERATIONAL ACTIVITIES

The proposed project could result in a significant hazard to the public if the project results in the routine transport, use, or disposal of hazardous materials and wastes or places housing near a facility which routinely transports, uses, or disposes of hazardous materials and wastes. The proposed project is surrounded by commercial uses to the west, south, and east with residential uses located to the north of I-10. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses which require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The proposed project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances as part of the retail, residential, or hotel uses.

There are four schools located within a quarter-mile of the project site. The Agape Montessori School is located approximately 0.04 miles to the east of the project site. The Telstar Montessori Childcare Center is located approximately 0.12 miles to the southwest of the project site. The K-Step Montessori Childcare is located approximately 0.22 miles to the west of the project site. Savannah School is located approximately 0.23 miles to the north of the project site. Operation of the proposed project will not generate any hazardous emissions or result in the storage, handling, production or disposal of acutely hazardous materials.

Widely used hazardous materials common at residential and commercial uses include paints and other solvents, cleaners, and pesticides. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes used dead batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Regular operation and cleaning of the residential, retail, and hotel units will not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport, use of hazardous materials or wastes will be less than significant.

Two Phase II Environmental Site Assessments (ESA) were prepared for the project site. The Limited Phase II ESA prepared by Ninyo & Moore on August 23, 2011 consists of site reconnaissance, geophysical survey, and the collection of soil and soil gas samples. During site reconnaissance and geophysical survey, Ninyo & Moore noted several areas of potential concern. Note that the project site is currently vacant. The site assessments were prepared prior to the demolition of all structures on site. Exhibit 4.6-1 (Areas of Potential Concern) shows the locations of all of the following areas of potential concern.

- The presence of two pits used as secondary containment for a former above ground storage tank (AST) in the northeast corner of the manufacturing and assembly (MA) building.
- The presence of a pit used as secondary containment for a sheet metal press in Building 2.

- The presence of a backfilled pit south-southeast of test stands 1, 2, and 3.
- The presence of corroded concrete on the eastern side of the MA building.
- The presence of a former UST excavation northeast of the MA building.
- The presence of a backfilled pit north of test stand 4.

Based on the results of the soil and soil gas sampling conducted for the site, concentrations of Semi-Volatile Organic Compounds (SVOCs) were not detected in the analyzed soil samples. Concentrations of Total Petroleum Hydrocarbons (TPH) detected in soil samples (with the exception of shallow soil samples B4-1 and B17-5 shown on Exhibit 4.6-1) do not exceed the RWQCB Maximum Soil Screening Levels (SSLs) for protection of groundwater for soil 20 to 150 feet above groundwater published in the Interim Site Assessment and Cleanup Guidebook by the California Regional Water Quality Control Board, Los Angeles and Ventura Counties, dated 1996. The shallow TPH impacted soil is not considered a concern and can be handled appropriately by implementing a soil management plan (SMP). No clean-up actions are anticipated.

Concentrations of Volatile Organic Compounds (VOCs) in soil samples do not exceed the applicable RWQCB Maximum SSLs with the exception of benzene in samples B9-5, B10-5, and B16-4. None of the VOC detections in soil samples exceeded their EPA Region 9 Regional Screening Levels (RSLs) for residential soils. No clean-up actions are anticipated.

Detected Title 22 Metals concentrations were below respective State of California Total Threshold Limit Concentrations (TTLCs) and below ten times the State of California Soluble Threshold Limit Concentrations (STLC) with the exception of chromium in sample B16-1. The detected concentration of chromium in soil sample B16-1 exceeds ten times the STLC limit. Subsequent STLC analysis indicated a concentration of 6.5 milligrams per liter (mg/l) exceeding the 5 mg/l limit classifying the soil as hazardous waste. The soil sample is being analyzed for Toxicity Characteristics Leaching Procedure (TCLP) to determine disposal methods for the soil cuttings from this boring. Detected concentrations of Title 22 Metals were below their respective California Human Health Screening Levels (CHHSLs) for residential land use and commercial/industrial land use with the exception of the detected arsenic concentrations. However, detected concentrations of arsenic were below the background concentration published in the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC) Determination of a Southern California Regional Background Arsenic Concentration in Soil. Special procedures will be required for handling chromium-impacted soil in the vicinity of boring B16. Clean-up actions will be required.

The concentrations of VOCs detected soil gas exceeded respective calculated shallow (5.0 feet bgs) soil gas CHHSLs for residential land use for benzene in samples SG1-5, SG9-5, SG10-5, SG11-5, SG11-5 DUP, SG12-5, SG13-5, SG15-5, SG17-5, and SG18-5; TCE in sample SG17-5, and tetrachloroethene (PCE) in samples SG1-5, SG2-5, SG3-5, SG9-5, SG13-5, SG17-5, and SG19-5. The concentrations of VOCs detected were below their respective shallow (5.0 feet bgs) soil gas CHHSL for commercial/industrial land use except for benzene in sample SG12-5 and PCE in samples SG2-5, SG3-5, and SG17-5. Based on the results of the investigations conducted, Ninyo & Moore recommended consultation with federal, State, and local regulatory agencies and requirements under the Agreement and Covenant Not to Sue (CNTS) for reporting requirements. Clean-up actions may be required.

A second Phase II ESA was prepared by Odic Environmental on October 19, 2011 and consists of a field investigation and the collection and analysis of soil, groundwater, and soil vapor samples. The previous facility (Sargent Fletcher Company) located on the project site is listed as a de-minimis Potential Responsible Party in the San Gabriel Superfund site, South El Monte Operable Unit, for a suspected release of VOCs. Sargent Fletcher settled with the US EPA in 1995 and the US EPA has no further requirements for groundwater monitoring. The RWQCB has determined that low levels of contaminants in the groundwater require no further action. However, the RWQCB would evaluate concentrations of contaminants in soil and soil vapor to determine risk to human health via direct exposure, risk of vapor intrusion into structures, and leaching potential for contaminants to present a threat to groundwater quality. The purpose of this assessment was to determine the extent of impact in soil at clarifiers and to evaluate what is needed to obtain case closure of the soil component at the site.

The subsurface investigation did not find elevated concentrations of contaminants of concern in soil at the clarifier and pit areas. Based on the results, extensive impacted area of soil for closure of clarifiers and pits is not expected. Concentrations of PCE and trichloroethene (TCE) in soil vapor in six samples exceed either the industrial or residential CHHSLs. Due to the depths of these samples, removal of any shallow impacted soil (less than 15-foot depth) may not affect these levels. The concentration of TCE in groundwater at boring P6 (5.16 µg/L) just exceeds the Maximum Contaminant Level for TCE (5.0 µg/L) in drinking water. Past groundwater monitoring at the site did not detect elevated levels; however, no well was located in this area on the southeast portion of the site.

A total of five clarifiers are located on the project site. A Clarifier Work Plan has been prepared to ensure the proper removal of the five clarifiers, to assess shallow soil conditions beneath the clarifiers, and to document the procedures and results of the investigation. Prior to the removal, soil borings will be drilled at the clarifier locations to document soil conditions. Following approval to proceed with clarifier removal, the clarifiers will be removed and additional soil samples will be collected from the resultant excavation. All work will be conducted with the oversight of the Los Angeles County Fire Department (LACFD) Site Mitigation Unit (SMU). A site-wide Work Plan will be submitted to the SMU for evaluation and approval after clarifier removal activities. According to the Clarifier Removal Work Plan, clarifier removal will take up to four months to complete.

The Work Plan for Clarifier Removal includes the following activities:

- Preliminary Field Activities
 - Perform site visit to verify existing conditions, pre-mark excavation areas, and notify Underground Service Alert (USA) of the intent to excavate or drill and use standard care to avoid potential damage to subsurface utilities.
 - Prepare a site-specific Health and Safety Plan (Level D Health & Safety according to OSHA CFR 1910.120).
 - Notify SMU of the proposed field work schedule.
- Advance Soil Borings at Four Sidewalls and Collect Samples
 - Prior to clarifier removal, advance borings at four sidewalls of each clarifier using a hydraulic-push drill rig. Proposed sample depths are at one to two feet below the inlet/outlet depths of each clarifier. In addition, deeper samples (five feet below the initial sample) will be collected to be placed on hold at the laboratory.
 - After sample collection, the borings will be backfilled with bentonite slurry and capped with three inches of concrete.
- Laboratory Analysis
 - Soil samples will be analyzed for the following contaminants of concern:
 - Full range Total Petroleum Hydrocarbons by EPA Method 8015
 - Full list Volatile Organic Compounds by EPA Method 8260B
 - Title 22 Metals using EPA Method 6000/7000 Series
 - STLC single metal (if 10 x TTLC level is encountered)
 - Hexavalent Chromium by EPA Method 7199
 - Any samples containing detectable concentrations of TPH will be analyzed for PCBs using EPA Method 8082
- Waste Disposal
 - Soil generated from the soil sampling and any limited remediation excavation will be stockpiled temporarily on site, pending waste characterization and waste profiling. Based on the results of the soil sample analysis, an appropriate disposal facility will be selected. Soil will be transported by a State-certified hazardous materials contractor to the selected facility. Disposal documentation will be retained for reporting.
- Letter Report with Results of Soil Boring Assessment
 - Prepare a letter report with details of sampling methods and results of analysis.
 - Obtain approval from the LACFD SMU to proceed with clarifier removal.
- Clarifier and Concrete Removal

- Prior to clarifier removal, residual liquids in the clarifiers will be pumped out. Because the facilities have been inactive for a long period, wastewater in the clarifiers is expected to be primarily storm water run-off. After pump-out, the clarifiers will be rinsed by a hazardous material waste hauler, and the rinse material pumped out. The liquid wastes generated from the clarifier will be transported to an off-site recycling facility for treatment and recycling. Disposal documents will be retained in the final report.
- A backhoe or excavator operated by a State-licensed hazardous material contractor will be used to remove concrete structures. The structures and resultant concrete rubble will be managed for off-site disposal. Disposal documentation will be retained for the final report.
- Reporting
 - A report detailing the site assessment methods used and summarizing the findings and analytical results will be submitted to the SMU.

The Work Plan for Clarifier Removal specifically addresses the proposed clarifier removal during the demolition phase. The assessment data obtained at the clarifier locations will be utilized to develop a site-wide investigation Work Plan, which will be submitted to the SMU for evaluation and approval after clarifier removal activities. Any hazardous waste will be handled, transported, and disposed of in accordance with applicable federal, state, and local laws and rules to ensure that potential impacts to health and the environment are minimized. Mitigation Measure 4.6.A-1 requires that a soil vapor survey and health risk assessment be prepared to identify health risks to construction workers during demolition, grading, and construction activities due to the presence of contaminated soils beneath the project site. In the event that the results of the soil vapor survey identifies hazards exceeding applicable exposure levels, a Health Safety Program (HASP) will be required pursuant to 29 Code of Federal Regulations 1910.120 and 8 California Code of Regulations (CCR) 5912. Appropriate control measures such as including an impervious barrier beneath the foundation to retard migration of hydrocarbon vapors will be implemented. Implementation of the Work Plan for Clarifier Removal, Mitigation Measure 4.6.A-1, and compliance with applicable federal, state, and local laws and rules will ensure that potential health impacts to future employees, patrons, and residents of the proposed project will be less than significant with mitigation incorporated.

Impact 4.6.E **The proposed project will result in less than significant impacts related to emergency access and evacuation to and from Flair Park.**

SITE ACCESS

The proposed project includes 640,000 square feet of retail, 50,000 square of restaurant space, a 250-room hotel, and 600 residential dwelling units. The Specific Plan also includes the option for up to twenty percent of the proposed retail space to be developed as office space. Given the increase in residential units, the proposed project will increase population in the area by approximately 1,765 residents. It is also estimated that the retail, restaurant, and hotel components of the project will accommodate approximately 1,799 employees. Pursuant to state fire and building codes, fire evacuation and fire safety plans will be required for each component of the proposed project (hotel, outlet mall, and residential use) as summarized in the Regulatory Framework, above. In addition to the requirements summarized above, every guest room available for rental in a hotel shall have clearly visible emergency procedures information printed on a floor plan representative of the floor level and posted on the interior of each entrance door or immediately adjacent to such door.

The project is required to comply with the California Fire Code (Title 24, California Code of Regulations, Section 9). As such, sufficient space will have to be provided around the buildings for emergency personnel, equipment access and emergency evacuation. All project elements, including landscaping, will be sited with sufficient clearance from existing and proposed structures so as not to interfere with emergency access to and evacuation from the facility. The site plan includes five ingress/egress access points: two driveways on Flair Drive and three driveways on Rio Hondo Avenue. One driveway on Flair Drive will provide access to the hotel entry area and provide for guest pick-up and drop off and access to hotel parking on two basement levels. One driveway on Rio Hondo Avenue will provide an interior drive aisle that goes east and north past the hotel to the Flair Drive driveway. The project driveways will allow evacuation from the site and will be constructed to California Fire Code specifications. In addition, the proposed project includes the widening of Flair Drive to 63 feet to provide public sidewalks and parkway and the widening of Rio Hondo Avenue to 90 feet to provide

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 operate at a level of service (LOS) E during the weekday AM peak hour, LOS B during the weekday PM peak hour, and LOS A 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 D during the AM peak hour, LOS C during the PM peak hour, and LOS A during the Saturday peak hour under future year 2016 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 during the AM and PM peak hour under future 2016 conditions 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 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 2016, 2019, and 2035 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 remain significant during the weekday PM peak hour and Saturday peak hour under future year conditions.

Rosemead Boulevard at Telstar Avenue currently operates at a level of service (LOS) C during the AM peak hour, LOS D during the weekday 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 peak hour under future year 2016 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 peak hour under future year 2035 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 during under future year 2016 and 2019 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.

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

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- ⁵ State Water Resources Control Board. GeoTracker. <https://geotracker.waterboards.ca.gov/> [June 2014]
- ⁶ State Water Resources Control Board. GeoTracker. AZ Arco LTCP Checklist. https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603753421&cmd=ltcpreport<cp_id=113812 [June 2014]
- ⁷ California Environmental Protection Agency. Cortese List Data Resources. <http://www.calepa.ca.gov/sitecleanup/corteselist/> [June 2014]
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- ⁹ California State Water Resources Control Board. GeoTracker. <https://geotracker.waterboards.ca.gov/> [June 2014]
- ¹⁰ California State Water Resources Control Board. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. <http://www.calepa.ca.gov/sitecleanup/corteselist/CurrentList.pdf> [June 2014]

- 11 California State Water Resources Control Board. List of Active CDO and CAO.
<http://www.calepa.ca.gov/sitecleanup/corteselist/CDOCAOList.xlsx> [June 2014]
- 12 California Department of Toxic Substances Control. Cortese List: Section 65962.5(a).
<http://www.calepa.ca.gov/sitecleanup/corteselist/SectionA.htm#Facilities> [September 2014]
- 13 California Department of Toxic Substances. Defining Hazardous Waste. February 9, 2007
- 14 California Department of Toxic Substances. Draft lead Report. June 2004



LEGEND		
	SITE BOUNDARY	
B1/SG1	BORING/SOIL GAS PROBE	UST UNDERGROUND STORAGE TANK
	PIT	AST ABOVEGROUND STORAGE TANK
	UST EXCAVATION	
WWTP	FORMER WASTE WATER TREATMENT PLANT	

Exhibit 4.6-1 Areas of Potential Concern

HYDROLOGY AND WATER QUALITY 4.7

This section analyzes impacts of the proposed project associated with creation or contribution of runoff water which will exceed the capacity of the existing stormwater drainage system. The Initial Study determined that no impacts related to degradation of water quality, flooding, or inundation by seiche, tsunami, or mudflow will result. In addition, impacts related to water quality standards, depletion of groundwater supplies, substantial alteration of existing on-site drainage patterns, and flooding as a result of dam failure will be less than significant. Therefore, these are not analyzed in this DEIR. No comments on hydrology and water quality were submitted during circulation of the Notice of Preparation (NOP).

Environmental Setting

EXISTING CONDITIONS

WATERSHED CHARACTERISTICS

The project site is within the Rio Hondo Watershed. The Rio Hondo Watershed is a subwatershed of the Los Angeles River watershed and encompasses approximately 142 square miles and 21 different cities and unincorporated portions of Los Angeles County. The Rio Hondo Watershed is a key resource for groundwater recharge activities within Los Angeles County through several engineered channels to divert water from the San Gabriel River to the Rio Hondo River.¹ Several water bodies within the Rio Hondo Watershed are listed as impaired under Section 303(d) of the Clean Water Act; however, much of its water is recharged directly into the groundwater, where it becomes a major source of local water supply. The Rio Hondo River is impaired for trash, copper, lead, zinc, ammonia, pH, and coliform bacteria. Section 303(d) of the Clean Water Act requires each state to develop a list of impaired water bodies that require the establishment of Total Maximum Daily Loads (TMDLs) of pollutants that have impaired the water body. Current TMDLs within Rio Hondo Reach 1 (Confluence LA River to Santa Ana Freeway) and Rio Hondo Reach 2 (At Spreading Grounds) are listed below:²

- Rio Hondo Reach 1
 - Coliform Bacteria, Nonpoint/Point Source, 4.6 miles affected, 2019 scheduled TMDL completion
 - Toxicity, Nonpoint/Point Source, 4.6 miles affected, 2021 scheduled TMDL completion
- Rio Hondo Reach 2
 - Coliform Bacteria, Nonpoint/Point Source, 4.9 miles affected, 2009 scheduled TMDL completion
 - Cyanide, Other Source, 4.9 miles affected, 2021 scheduled TMDL completion

The beneficial uses identified for the Rio Hondo Watershed include municipal and domestic water supply, groundwater recharge, water contact recreation, non-contact water recreation, warm water habitat, cold water habitat, wildlife habitat, wetland habitat, spawning, reproduction and/or early development, and rare, threatened, or endangered species.³ Beneficial uses for the Rio Hondo Watershed are discussed further under Regional and Local Regulations below.

Municipal and Domestic Water Supply – uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.

Groundwater Recharge – uses of water for natural or artificial recharge of groundwater for purposes of future extraction, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers.

Water Contact Recreation – uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, white water activities, fishing or use of natural hot springs.

Non-contact Water Recreation – use of water for recreational activities involving proximity to water, but not normally involving body contact with water, where ingestion of water is reasonably possible. These uses include but are not

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 convey full capacity flows of 490 cubic feet per second (CFS). 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,

source-by-source, and pollutant-by-pollutant approach to more holistic watershed-based strategies. Under the watershed approach, equal emphasis is placed on protecting healthy waters and restoring impaired ones.

Major CWA programs include water quality standards, anti-degradation policy, waterbody monitoring and assessment, total maximum daily loads (TMDLs), the National Pollutant Discharge Elimination System (NPDES) permit program for point sources, Section 319 program for nonpoint sources, Section 401 state water quality certification, and the state revolving loan fund (SRF).

Water pollutants under the CWA are categorized as conventional, toxic, and non-conventional. The five conventional pollutants, as defined by the CWA, are as follows:

Biochemical Oxygen Demand (BOD): BOD is the amount of oxygen utilized by decomposition of organic material over a specific time period (for the purposes of water quality a measure is taken over five days and is known as BOD₅). Although natural organic sources occur in waterbodies, the amount of oxidizing aerobic bacteria can increase significantly due to discharges of wastewater and urban runoff such as lawn fertilizer. Increased oxygen use in waterbodies can result in the death of native aquatic species because the aerobic bacteria decreases natural oxygen levels in the waterbody. This can lead to infiltration and less oxygen dependent organisms and species.

Total Suspended Solids (TSS): TSS represents the amount of solids within a waterbody that are suspended or not settled. TSS can represent the amount of turbidity in a water body and is measured by filtering solids from a water sample and measuring its weight. High TSS levels in a waterbody can lead to numerous problems. High TSS can block sunlight from reaching the bottom of a waterbody and therefore result in the inability for bottom dwelling plants to photosynthesize. This can not only lead to floral death but faunal death as well due to the decreased levels of oxygen resulting from reduced plant life. Increased TSS levels can lead to increased water temperature because suspended particles absorb heat from sunlight and therefore can also lead to decreased oxygen levels because warmer water holds less dissolved oxygen.

pH: pH is the measurement of the hydrogen ion concentration in a waterbody. A pH measurement of seven is neutral while less than seven becomes increasingly acidic and greater than seven becomes increasingly basic on a scale of zero to fourteen. The balance of pH in a waterbody is important in order to maintain natural biological functions and to prevent pollution. Generally, waterbodies maintain pH levels by neutralizing increases and decreases through natural occurring dissolved chemicals in the water. This is known as the waterbody's buffering capacity, or ability to withstand changes in pH. Increasing and decreasing pH levels affects the ability for solids to dissolve in the waterbody known as its solubility. Changes in pH change the way a waterbody absorbs nutrients and minerals and therefore affects the ability for aquatic life to synthesize them. Changes in pH can also increase pollutant loads. For example, heavy metals increase in toxicity to lower pH levels because they become more soluble in the waterbody. pH readings approaching approximately two or twelve are considered hazardous.

Fecal coliform: Fecal coliform is a harmless bacterium that lives inside the digestive systems of humans and other warm-blooded animals that aids in the digestion process. The presence of this bacterium in a waterbody is an indicator that the waterbody has been contaminated by humans or other animal waste (fecal matter). These wastes have the potential to carry harmful bacteria and viruses that can lead to disease and potentially death.

Oil and grease: Oil and grease have high surface tension and are not soluble in water so they form a film on the surface of a waterbody, also known as "sheen".

The CWA also establishes a list of toxic pollutants known as primary pollutants. Currently, this list includes 126 hazardous chemicals and toxics. Finally, various non-conventional pollutants are established such as chlorine and ammonia. Important toxic and non-conventional pollutants and other water quality indicators are discussed here.

1,2-Dibromo-3-Chloropropane (DBCP): DBCP is a colorless chemical that was commonly used as a pesticide until the late 1970s and early 1980s. Its use as a pesticide was the most common source of this contaminant until its use as a

pesticide was banned by the US in 1979. Small amounts of the chemical are still produced for industrial processes. The chemical can also be used as a fire retardant. Men exposed to DBCP may experience decreased sperm counts and after prolonged exposure may become unable to father children. The chemical can also cause headaches, nausea, lightheadedness, and fatigue and is also considered to be carcinogenic.

Nitrate-Nitrogen (Nitrates): Nitrogen-oxygen chemical units that combine with various organic and inorganic compounds that when ingested convert to nitrates. Excessive ingestion of nitrates can lead to serious illness, including death, especially in infants. This is a result of the bonding capabilities of nitrates to impair oxygen-carrying capabilities in the blood. Long term exposure can also result in diuresis (increased urine production by the kidney) and hemorrhaging of the spleen. Primary contamination occurs from potassium nitrate and ammonium nitrate in fertilizer but may also be caused by organic nitrates in human sewage and livestock manure.

Pathogens: Pathogen is a general term for disease-causing bacteria, viruses, and protozoan that are transmitted to people when they consume untreated or inadequately treated water. Health effects vary depending on the pathogen but can vary from simple stomachache to severe, life threatening diseases. Pathogens may be ubiquitous to a waterbody or may be introduced through exposure of a waterbody to human or animal wastes.

Total Dissolved Solids (TDS): Is a measurement that indicates the total dissolved organic and inorganic materials in a water source. This is not a primary water quality standard because it does not result in primary health effects. High TDS result in unpleasant odor, taste, and brackish water and therefore is considered a secondary water quality standard because it is based on aesthetic circumstances.

Trichloroethylene/Perchloroethylene (TCE/PCE): TCE or PCE is a chlorinated solvent (volatile organic carbon or VOC) used for metal degreasing and as an ingredient in adhesives, paint removers, correction fluid, and spot removers. Primary sources for TCE/PCE contamination are direct discharges from industrial operations utilizing the compound and from leaching from Superfund and disposal sites. The chemical is commonly used in dry cleaning operations. The chemical is considered to be carcinogenic and acts as a central nervous system depressant that may cause nausea, confusion, dizziness, and unconsciousness after prolonged exposure. Chronic exposure to TCE/PCE may result in toxic effects to the liver and kidneys.

Nonpoint sources (NPS) of pollution emanate from diffuse sources, such as snowmelt running over an undeveloped countryside, or street runoff coming from numerous paved areas, rooftops, yards and other urbanized surfaces. Section 319 of the 1987 amendments to the Clean Water Act (33 USC 466 et seq.) established the framework for reducing water pollution from nonpoint source activities. Section 319 requires each state to prepare a Nonpoint Source Management Plan and to conduct an assessment of the impact nonpoint sources have on the state's waterbodies. In response to these requirements, SRWQCB adopted the Nonpoint Source Management Plan (NPSMP) in 1988 and the Water Quality Assessment in 1990. The NPSMP establishes a statewide policy for managing nonpoint source inputs to California's waters. The NPSMP received was upgraded in January 2000 when the 15 year Nonpoint Source Program Strategy and Implementation Plan was adopted.⁴

Implementation of the NPSMP has been delegated to the nine RWCQB's with the SWRCB acting as the monitoring and enforcement agency. This ultimately leads to the City's requirements to control NPS sources. The primary means by which the City implements the NPSMP is through the requirements of its municipal separate stormwater system (MS4) permit and by requiring preparation of SWQMPs by project proponents for new development and significant redevelopment projects. The City is also required to comply with Waste Discharge Requirements (WDRs) for its wastewater treatment plant as issued by the Los Angeles RWQCB. Compliance with these requirements are the primary means by which the City complies with the NPSMP program and are consistent with the SWRCB's *Policy for Implementation and Enforcement of the Nonpoint Source Pollution Control Program*.⁵

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES)

The NPDES program requires permitting for activities that discharge pollutants into waters of the United States. This includes discharges from municipal, industrial, and construction sources. These are considered point-sources from a

regulatory standpoint. Generally, these permits are issued and monitored under the oversight of the State Water Resource Control Board (SWRCB) and administered by each regional water quality control board. A brief discussion of these permit types are presented below.

Municipal: Municipal separate storm sewer systems (MS4) are issued permits based on the size of the municipality. Municipalities with populations between 100,000 and 250,000 are considered “medium” and municipalities with populations over 250,000 are considered “large.” All others are considered “small.” MS4 permit requirements include reduction of pollutant discharges to the ‘maximum extent practicable’ and protection of water quality. Requirements also include identification of major outfalls and pollutant loads and control of discharges from new development and redevelopment. To address these objectives, municipalities are required to prepare stormwater management plans. Although urban runoff is considered a nonpoint source of pollution, municipal storm drain outlets are readily defined and can be individually monitored; thereby defining them as point sources for the purposes of administering NPDES permits, even though the origin of the source is diffuse. Although the NPDES program does not regulate nonpoint sources of pollution, the Los Angeles RWQCB has other programs in place to address nonpoint sources. Furthermore, many of the programs implemented under the City’s MS4 permit address nonpoint sources.⁶

The City of El Monte is subject to the NPDES permitting process under its MS4 codified as Title 13 (Public Services) Chapter 13.20 (Stormwater and Urban Runoff Pollution Control) of the City’s Municipal Code. The City is a permittee under Order No. 90-079 which is a county-wide MS4 permit for the County of Los Angeles and incorporated areas with the exception of the City of Long Beach.⁷ The Order regulates municipal discharges of stormwater and non-stormwater from the Permittees’ MS4s and implements the federal Phase I NPDES Stormwater program requirements. The three fundamental requirements include 1) a requirement to effectively prohibit non-stormwater discharges through the MS4, 2) requirements to implement controls to reduce the discharge of pollutants to the maximum extent practicable, and 3) other provisions the Regional Water Board has determined appropriate for the control of such pollutants.

Industrial: The State Water Resources Control Board issues the Industrial General Permit (Order No. 97-03-DWQ) that regulates discharges from 10 broad categories of industrial activities. The permit requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring program to implement water quality objectives through use of the best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT).

Construction: Construction activities that disturb one acre or more (whether a single project or part of a larger development) are required to obtain coverage under the state’s General Permit for Dischargers of Stormwater Associated with Construction Activity. All dischargers are required to obtain coverage under the Construction General Permit. The activities covered under the Construction General Permit include clearing, grading, and other disturbances. The permit requires preparation of a SWPPP and implementation of Best Management Practices (BMPs) with a monitoring program.^{8 9}

Wastewater Discharge Requirements: Wastewater Discharge Requirements (WDRs) are issued to facilities discharging wastewater directly into receiving surface waters. Such facilities are required to be permitted whether individually or under a general permit. The project site has not been issued an individual WDR.¹⁰

PORTER-COLOGNE WATER QUALITY CONTROL ACT

Under the Porter-Cologne Water Quality Control Act (Porter-Cologne) the SWQCB has authority over state water rights and water quality policy. Porter-Cologne also established nine RWQCBs to oversee water quality on a day-to-day basis at the local/regional level. RWQCBs engage in a number of water quality functions in their respective regions. One of the most important responsibilities is preparing and periodically updating the water quality control plans. Each Plan establishes:

- beneficial uses of water designated for each water body to be protected;
- water quality standards, known as water quality objectives, for both surface water and groundwater; and
- actions necessary to maintain these standards in order to control non-point and point sources of pollution to the State’s waters.

Permits issued to control pollution (i.e., waste discharge requirements) must implement Basin Plan requirements (i.e., water quality standards), taking into consideration beneficial uses to be protected. Regional Boards regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. Any person proposing to discharge waste within any region must file a report of waste discharge with the appropriate regional board. No discharge may take place until:

- the Regional Board issues waste discharge requirements or a waiver of the waste discharge requirements, and
- 120 days have passed since complying with reporting requirements.

Under the auspices of the Environmental Protection Agency (EPA), the SWRCB and nine Regional Boards also have the responsibility of administering the NPDES permits discussed above.¹¹

REGIONAL AND LOCAL REGULATIONS

LOS ANGELES RWQCB BASIN PLAN

Water quality and waste discharge standards are adopted and enforced by the Los Angeles RWQCB through its Water Quality Control Plan (Resolution No. 1994-0089), also known as the “Basin Plan.” The Basin Plan was most recently updated in May 2013 (Resolution No. R13-003), with non-regulatory amendments made to Chapter 3 by incorporating previously adopted amendments and updated tables. Non-regulatory, administrative updates to Chapters 1, 5, and 6 are currently proposed. The Basin Plan provides policies, objectives, and guidelines for the maintenance and improvement of water quality in surface and groundwater bodies. The Basin Plan identifies existing and potential beneficial uses of the Basin’s waterbodies, including recreation, drinking water, and habitat. Water quality objectives set a wide range of requirements for water bodies that include aesthetic values, and maximum chemical and mineral loads. The NPDES program’s administration is the primary method for addressing point source pollution issues within the Basin. Nonpoint source pollution is addressed through the RWQCB’s participation in the State administered Nonpoint Source Pollution Control Program.¹²

Beneficial Uses: The Water Quality Objectives of the Basin Plan utilizes a coding system to define beneficial uses for waterbodies. The proposed project is located within the Rio Hondo subwatershed of the Los Angeles River Watershed Management Area. Table 4.7-1 (Beneficial Uses) summarizes beneficial uses for the Rio Hondo subwatershed.¹³

Table 4.7-1
Beneficial Uses

	Beneficial Uses						
	MUN	IND	PROC	GWR	WARM	WILD	WET ¹
Los Angeles River Reach 2 <i>Carson St. to Rio Hondo Reach 1</i>	P*	P		E	E	P	
Los Angeles River Reach 2 <i>Rio Hondo Reach 1 to Figueroa St.</i>	P*	P		E	E	P	
Rio Hondo Reach 1 <i>Los Angeles River Reach 2 to Santa Ana Freeway</i>	P*			I	P	I	
Rio Hondo Reach 2 <i>Santa Ana Freeway to Whittier Narrows Dam</i>	P*			I	p	I	
Rio Hondo Reach 3 <i>Above Whittier Narrows Dam</i>	P*			I	P	I	E
<p>Source: California Regional Water Quality Control Board – Los Angeles Region. Basin Plan, Chapter 2: Beneficial Uses. November 2011</p> <p>* Asterisked MUN designations are designated under SB 88-63 and RB 89-03. Some designations may be considered for exemption at a later date</p> <p>¹ Waterbodies designated as WET may have wetlands habitat associated with only a portion of the waterbody. Any regulatory action would require a detailed analysis of the area</p> <p>MUN Municipal and Domestic Supply IND Industrial Service Supply PROC Industrial Process Supply GWR Ground Water Recharge WARM Warm Freshwater Habitat WILD Wildlife Habitat WET Wetland Habitat</p>							

Beneficial uses applicable to the Rio Hondo subwatershed are described below:¹⁴

Municipal and Domestic Supply (MUN)

Uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.

Industrial Service Supply (IND)

Uses of water for industrial activities that do not depend primarily on water quality including, but not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, or oil well re-pressurization.

Industrial Process Supply (PROC)

Uses of water for industrial activities that depend primarily on water quality.

Ground Water Recharge (GWR)

Uses of water for natural or artificial recharge of ground water for purposes of future extraction, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers.

Warm Freshwater Habitat (WARM)

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.

Wildlife Habitat (WILD)

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 (WET)

Uses of water that support wetland ecosystems, including, but not limited to, preservation or enhancement of wetland habitats, vegetation, fish, shellfish, or wildlife, and other unique wetland functions which enhance water quality, such as providing flood and erosion control, stream bank stabilization, and filtration and purification of naturally occurring contaminants.

Water Quality Objectives: The Porter-Cologne Water Quality Act states in Section 13241 that:

“Each regional board shall establish such water quality objectives in water quality control plans as in its judgment will ensure the reasonable protection of beneficial uses as the prevention of nuisance; however, it is recognized that it may be possible for the quality of water to be changed to some degree without unreasonably affecting beneficial uses. Factors to be considered by a regional board in establishing water quality objectives shall include, but not necessarily be limited to, all of the following:

- Past, present, and probable future beneficial uses of water.
- Environmental characteristics of the hydrographic unit under consideration, including the quality of water available thereto.
- Water quality conditions that could reasonably be achieved through the coordinated control of all factors that affect water quality in the area.
- Economic considerations.
- The need for developing housing within the region.
- The need to develop and use recycled water.”

The Basin Plan sets general objectives based on type of waterbody and also sets specific objectives based on existing or potential beneficial uses. Objectives are adopted as both a narrative objective and a numerical objective.

An important feature of the Basin Plan is the maintenance of “maximum benefit” for a waterbody. This Basin Plan states that if the existing water quality of a waterbody is better than the standards adopted, the standard for that waterbody cannot be lowered below its existing levels. This prevents those waterbodies that have exceptional water quality from being degraded.

Implementing Programs: The Los Angeles RWQCB has instituted various implementing programs to meet the objectives of the Basin Plan. A brief discussion of some of the important programs administered by RWQCB is presented below.¹⁵

- *401 Certification:* This program implements Section 401 of the Federal Clean Water Act requiring a permit for any act that will discharge a water contaminant into surface waterbodies, including streams, rivers, lakes, ponds, and wetlands. Discharges include construction or operation of any facility within a surface waterbody (such as a bridge, roadway, building pads, etc.).
- *Nonpoint Source (NPS) Pollution:* NPS pollution comes from many diffuse sources including agriculture (pesticides, herbicides), confined animal operations, urban runoff (construction sites, roads, industry, and residential areas), marinas and boating, hydromodification, and mining. Essentially, natural stormwater occurrences flow from the upper reaches of a watershed and travel to lowlands before reaching the watershed’s primary waterbody. During this process, debris and contaminants are washed away by the water. For example, this may include motor vehicle fluids left in parking lots, unprotected construction sites with exposed soil, or pet wastes left in a residential neighborhood. NPS pollution is currently the leading cause of pollution to surface and groundwater. The RWQCB addresses NPS pollution by increasing public awareness of NPS issues through

education and public outreach. Part of this educational process is to promote the use of best management practices that are designed to eliminate or reduce the amount of pollution contributed by current practices.

The Coastal Zone Act Re-authorization Amendments (CZARA) of 1990 include Section 6217 “Protecting Coastal Waters” and requires states with approved coastal zone management programs to develop a Coastal Nonpoint Pollution Control Program (CNPCP). This program was implemented through existing state coastal zone management programs and nonpoint source management programs. States had until July 1995 to submit their Coastal Nonpoint Pollution Control Program for approval and until January 1999 to implement technology-based management measures. The USEPA and National Oceanic and Atmospheric Administration (NOAA) had until January 2001 to assess the effectiveness of the measures. States then had until January 2004 to implement any additional measures necessary to attain water quality standards. A key feature of this program is that states must develop enforceable management measures.

The City of El Monte regulates nonpoint source pollution through requirements for use of BMPs. El Monte Municipal Code Section 13.20.120 (Control of pollutants from demolition and/or construction activities) requires that any project requiring the disturbance of five or more acres obtain a NPDES General Construction Activity Stormwater Permit from the SWRCB. In addition, all construction activities requiring a State General Construction Permit have a copy of the Notice of Intent for the state construction activities stormwater General Permit, the waste discharge identification number issued by the State Water Resources Control Board, and copies of the stormwater pollution prevention plan (SWPPP) and stormwater monitoring plan as required by the State Construction Activities Stormwater General Permit. Municipal Code Section 13.20.160 requires the preparation of a Local Stormwater Pollution Prevention Plan and Wet Weather Erosion Control Plan consistent with the countywide NPDES permit.

- *Remediation of Pollution:* Remediation of ground and surface waters consist of the investigation and enforcement of corrective actions needed to restore water quality.
- *Waste Discharge Requirements (WDRs):* Non-NPDES WDRs regulate discharges of privately or publicly treated domestic wastewater, cooling tower bleed off, process and wash-down wastewater, and oil field brines. These WDRs usually protect the beneficial uses of groundwater basins but some WDRs are issued to protect surface waters in areas where groundwater is known to exfiltrate from groundwater basins to surface waters. Types of waste discharge that require WDRs include on-site disposal systems (septic systems), holding/equalization tanks, evaporation ponds, percolation ponds and leachfields, landfills, land treatment units (bioremediation), dredging, and oil field brines.

WDRs can be waived by the Regional board provided that such action is not against the public interest. Discharges eligible for such waivers must comply with all applicable Water Quality Control Plans, have minimal adverse water quality impact, be adequately regulated by another state or local agency, or be a category of discharge covered by state or Regional Board regulations, guidelines, or BMPs where the Regional Board has obtained voluntary compliance.

- *Land Disposal:* The Land Disposal Program regulates the discharge of certain solid and liquid wastes. These wastes include municipal solid waste, hazardous wastes, designated wastes, and nonhazardous and inert solid wastes. In general, these wastes cannot be discharged directly to the ground surface without impacting groundwater or surface water; therefore, they must be contained to isolate them from the environment. There are no active, individual Waste Discharge Requirement (WDRs) facilities in the Project vicinity.¹⁶
- *Septic Systems:* Permit and regulation of most single-family dwelling septic tank disposal systems is overseen by local health or public works departments. However, the Regional Board retains jurisdiction over multiple-dwelling units, some non-domestic septic tank systems, large developments in certain problem areas, and where septic systems are creating or have the potential to create a water quality problem. In areas where ground water is an important source of drinking water, general WDRs for certain private residential subsurface

sewage disposal systems have been adopted. These general WDRs apply to areas greater than one acre and less than five acres in size and in general require either a hydrogeologic study or mitigation measures. WDRs are not issued for lots less than one acre in size and are not required for lot sizes greater than five acres.

- *Water Reclamation Requirements (WRRs)*: The State and Regional Board adopted *Policy with Respect to Water Reclamation in California*, which directs Regional Boards to encourage reclamation of wastewaters and promote water reclamation projects that preserve, restore, or enhance in-stream beneficial uses. Fees for WRRs are waived by Regional Boards. Projects that reuse treated wastewaters are subject to WRRs. Treated wastewaters subject to WRRs are used for landscape irrigation, recreational impoundments, and to recharge groundwater. WRRs are not needed for process waters that are completely recycled during plant operations.

LOW IMPACT DEVELOPMENT

The State of California adopted sustainability as a core value for all California Water Boards' activities and programs on January 20, 2005. 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.¹⁷ 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 City adopted its LID ordinance in June 2014.

EL MONTE GENERAL PLAN

The General Plan goals and policies that address precipitation and drainage-related flooding are listed below:

- Goal PHS-2** **A healthy and safe watershed exemplified by the implementation of flood control measures, protection of water resources, and the restoration of the beneficial uses of the San Gabriel and Rio Hondo Rivers watersheds.**
- Policy PHS-2.1** **Flooding.** Work with local, regional, state and federal agencies to implement updated flood control measures, encourage regular maintenance and monitoring of flood control channels, and maintain excellent state-of-emergency preparedness.
- Policy PHS-2.2** **Water Quality.** Improve in-stream water quality through best management practices to meet or exceed Regional Water Quality Control Board Standards and National Pollutant Discharge Elimination Systems permitting requirements.
- Policy PHS-2.3** **Water Resource.** Continue to ensure water resource protection through the cleanup of the El Monte Superfund site, cleaning of waters within and entering the Peck Water Conservation Park, and activities to reduce nonpoint resource pollutants.
- Policy PHS-2.4** **Habitat Restoration.** Restore the quality, quantity, and connectivity of habitat and natural open areas in El Monte with watershed best management practices and restoration of stream channels wherever feasible.
- Policy PHS-2.5** **Green Infrastructure.** Implement green infrastructure projects (e.g. greenways, community forest, linear parks, vegetated swales, miniparks) to help filter stormwater runoff, improve water resources, and restore the health of our watershed.
- Policy PHS-2.6** **Public Education.** Establish and promote public awareness and stewardship campaigns that educate the public about its role in improving water quality, health of the watershed, and El Monte's natural and urban environment.

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.¹⁸ 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; therefore, no net increase in stormwater runoff that would require upsizing of any storm drain will occur. The project will discharge to a reinforced concrete box storm drain under Rio Hondo Avenue that can convey flows of 490 CFS, 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. Impacts related to storm drain capacity will be less than significant.

WATER QUALITY

The demolition phase and construction of the project may present the risk of erosion; therefore an Erosion Control Plan (ECP) was prepared by Odic Environmental on July 1, 2013 to address these concerns. The ECP can be viewed at City Hall Planning Counter. Demolition and grading activities will potentially result in short-term water quality impacts. Susceptible areas to wind erosion include grading, bare soil, and stockpiled soil. A wind gauge will be utilized at the site. Potable water will be applied to disturbed soil areas of the project site to control dust and maintain optimum moisture levels for compaction. The water will be supplied using water trucks and water application rates will be minimized as necessary to prevent runoff and ponding. Additional controls include street sweeping and minimizing water runoff from dust control operations.

The report also addresses storm drain protection during the demolition phase of the project. Storm drain inlet protection consists of a sediment filter or an impound area in, around, or upstream of a storm drain, drop inlet, or curb inlet. Storm drain inlet protection measures temporarily pond runoff before it enters the storm drain, allowing sediment to settle. Some filter configurations also remove sediment by filtering; however, ponding action usually results in the greatest sediment reduction. Temporary geotextile storm drain inlets attached underneath storm drain grates to capture and filter stormwater can be used in conjunction with gravel bags. BMPs to be used include inlet protection devices, sediment filters, compost socks, and gravel bags. Additionally, water run-off will be minimized. Stock piles of any contaminated soil will be placed away from drainage courses and protected from potential stormwater run-off by gravel bags at the perimeter.

During demolition and construction phases, the project applicant will be required to comply with drainage and runoff guidelines pursuant to El Monte Municipal Code Section 13.16.100 (Reduction of pollutants in stormwater) and Section 13.20.120 (Control of pollutants from demolition and/or construction activities). Compliance with the El Monte Municipal Code and implementation of BMPs listed in the ECP will reduce impacts related to increased runoff and sources of polluted runoff during construction activities to less-than-significant levels.

With regard to project operation, drainage from the site will be directed into cross gutters along the western and eastern boundaries. An existing storm drain is located under Rio Hondo Avenue. A new catch basin and side opening catch basin will be installed near the hotel drop-off area in the northeastern portion of the site to connect to a new storm drain which will be installed along the eastern and southern boundary of the project site. Downspouts will be installed where the retail development meets the parking garage beneath the residential towers on the east and west sides of the project site and at the southwestern corner of the parking garage. A new storm drain will connect the downspouts to the project storm drain. Stormwater will be collected along the length of the project storm drain via nine side opening catch basins. Two Maxwell IV Drywell drainage systems will be installed at the southwestern corner of the project site to drain landscaped areas and small paved areas. Collected water will flow through a cleanout system before being discharged to the main storm drain beneath Rio Hondo Avenue.

Permits to connect to the existing storm drainage system will be obtained prior to construction. Pursuant to El Monte Municipal Code Section 13.20.150 (Post-Construction Pollution Reduction), the proposed project will implement BMPs into the design of the project to reduce pollutants during operation of the project. Post-construction BMPs include, but are not limited to: placing "No Dumping-Drains to Ocean" logos or signs at all yard drains and catch basins draining to the street or storm drain, discharging roof downspouts to gravel or heavily vegetated areas, diverting water around trash areas, discharging vehicle/equipment washing water to the sanitary sewer with proper pretreatment, and equipping outdoor storage areas with adequate secondary containment to reduce contamination of runoff. In addition, an urban stormwater mitigation plan consistent with the most recent Countywide Development Planning Model Program 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). With adherence to City requirements and implementation of project design features, operational impacts will be less than significant.

Mitigation Measures

None required.

Level of Significance with Mitigation Incorporation

Not applicable.

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This section discusses potential conflicts between applicable land use plans, policies, or regulations and the proposed project. There are no impacts related to the division of an established community and the project site is not subject to any habitat conservation plan or natural community conservation plan as discussed in the Initial Study; therefore, these issues will not be discussed in this EIR.

Environmental Setting

EXISTING LAND USE

The proposed project is located on a previously developed site in El Monte, Los Angeles County, California. The site is currently vacant and the proposed project can be considered an “infill” development at the project site. The project site is surrounded by residential and commercial uses and the area is completely developed and urbanized. The project site is bound by Flair Drive to the north, commercial uses to the south and east, and Rio Hondo Avenue to the west.

The proposed project consists of a Specific Plan that will include 600 residential units, 640,000 gross square feet of retail uses, 50,000 square feet of restaurant uses, and a 250-room hotel. The Specific Plan also includes the option for up to twenty percent of the proposed retail square footage to be developed for office uses. The project site is designated Office-Professional in the City of El Monte General Plan Land Use Element. The Office-Professional designation is intended for midrise office buildings with a Floor Area Ratio (FAR) of up to 1.5 and limited supporting retail, services, hospitality and other uses. Typical uses envisioned for this area include national and regional offices, financial institutions, government, Fortune 500 companies, and medical related offices. The City of El Monte Zoning Ordinance designates the project site as Office-Professional (OP). The proposed project includes an amendment to the General Plan to designate the project site as the Flair Spectrum Specific Plan Area, a Conditional Use Permit to allow the hotel use, and a Conditional Use Permit to allow the development of more than three residential units. The project includes tentative parcel map (TPM) to consolidate parcels for the development of the proposed residential condominiums and multi-tenant commercial building.

Planning and Regulatory Framework

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

The Southern California Association of Governments (SCAG) is responsible for regional planning in the southern California area. SCAG is a Council of Governments (COG) and Metropolitan Planning Organization (MPO), defined as a Joint Powers Authority (JPA) that provides a network for local governments and other agencies to identify and address common community problems. SCAG provides a framework to coordinate local and regional decisions regarding future growth and development and prepares future growth forecasts for the region. As the designated Metropolitan Planning Organization for the area, SCAG is mandated by the federal government to research and develop plans for transportation, growth management, hazardous waste management, and air quality based on the regional growth projections.

SCAG complies with its federal and state mandates by preparing regional planning documents and administering regional programs to facilitate the land use, housing, transportation, sustainability, and air quality goals of the region. The primary plan prepared by SCAG is the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).¹ The RTP is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs. In January 2009, California Senate Bill (SB) 375 went into effect known as the Sustainable Communities and Climate Protection Act. The objective of SB375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and ultimately reduce greenhouse gas emissions and other air pollutants. SB 375 tasks ARB to set greenhouse gas reduction targets for each of California’s 18 regional MPOs. Each MPO is required to prepare a SCS

as part of their RTP. The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target.

On April 4, 2012, SCAG's Regional Council adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future*. The RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375. The RTP/SCS contains a host of improvements to the region's multimodal transportation system. These improvements include closures of critical gaps in the network that hinder access to certain parts of the region, as well as the strategic expansion of the transportation system where there is room to grow in order to provide the region with greater mobility. The RTP/SCS demonstrates the region's ability to attain and exceed the GHG emission-reduction targets set forth by the CARB. The SCS outlines a plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the RTP/SCS maximizes current voluntary local efforts that support the goals of SB 375. The RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

SCAG administers Compass Blueprint as a part of its Sustainability Program. The regional vision for growth in the region is based on four principles: mobility, livability, prosperity, and sustainability.² Compass Blueprint strives to improve mobility by encouraging transportation investments and land use decisions that are mutually supportive, locating new housing near existing jobs and new jobs near existing housing, encouraging transit-oriented development, and promoting a variety of travel choices. Livability is supported by promoting in-fill development and redevelopment, developments which provide a mix of uses, walkable communities, and the preservation of stable neighborhoods. Prosperity is built by ensuring housing for all income levels, educational opportunities, environmental justice, balanced growth, and civic engagement. Sustainability is achieved through the efficient use of resources, preservation of environmentally sensitive areas, focusing development in urban centers and existing cities, and using *green* development techniques.

CITY OF EL MONTE GENERAL PLAN

The General Plan, required for every municipality by the State of California, is the City's comprehensive community planning document. Any planning or zoning actions the city makes must be consistent with the adopted General Plan. The General Plan consists of several mandatory elements, along with any optional elements. El Monte's General Plan was adopted in June 2011. The General Plan includes the following required and optional elements:

- Community Design
- Land Use
- Housing
- Parks and Recreation
- Circulation
- Economic Development
- Public Services and Facilities
- Cultural Resources
- Public Health and Safety
- Health and Wellness

The project site is designated Office-Professional as described in El Monte's General Plan Land Use Element. The Office-Professional land use designation is intended for Flair Park. Typical uses include national or regional offices, financial institutions, government, Fortune 500 companies, and medical-related offices. This area is intended for high and midrise office buildings with an FAR of up to 1.5 and limited supporting retail, services, hospitality, and other uses. Flair Park is specifically mentioned in the Land Use, Economic Development, and Community Design Elements of the General Plan, as a prime location for additional development in order to meet the City of El Monte's goal of being an

economic hub of the San Gabriel Valley. Furthermore, based on the modern design policies of the Community Design Element, flanked with signature architecture and an iconic skyline, Flair Park is intended to be denoted by its modern architectural design, business amenities, and efficient access to transportation resources.”

CITY OF EL MONTE ZONING CODE

The City of El Monte’s Zoning Ordinance designates the project site as Office-Professional (OP). The OP zone is intended to provide for national and regional offices, financial institutions, government, Fortune 500 companies, and medical related offices. Additionally, mixed/multiuse development is allowed in the C-O (Professional Office) zone (El Monte Municipal Code [“EMMC”] Section 17.45.020). Approval of a Conditional Use Permit is also required for hotel uses and large residential developments of more than three units. Note that the City has not codified the OP zone and currently uses the M2 zone for land use and regulation standards. Residential uses are permitted in the M2 zone with a conditional use permit.

Thresholds of Significance

The proposed project could result in a significant land use impact if it:

- A. Conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Environmental Impacts

Impact 4.8.A The proposed project will not conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. Impacts will be less than significant.

The proposed project site is currently designated as Office Professional in El Monte’s General Plan and is zoned Office Professional (OP). The OP zone is intended for national and regional offices, financial institutions, government, Fortune 500 companies, and medical related office uses. This area is intended for midrise office buildings with an FAR of up to 1.5 and limited supporting retail, services, hospitality, and other uses. The proposed project requires the implementation of a Specific Plan that will include 600 residential units, 640,000 gross square feet of retail space, 50,000 square feet of restaurant space, and a 250-room hotel. The Specific Plan also includes the option for up to twenty percent of the proposed project to be developed for office uses.

The proposed project includes an amendment to the General Plan to designate the project site as the Flair Spectrum Specific Plan Area. The General Plan Land Use Map will be revised to reflect the land use designation change from Office Professional to Flair Spectrum Specific Plan Area that will accommodate the mix of residential, commercial/office, and hotel uses. Two Conditional Use Permits are proposed, one to allow the hotel use and a second to allow the development of more than three residential units.

The proposed project is located on approximately 14.66 acres and includes the construction of a mixed-use development with the following components:

- Two 19-story residential buildings with a combined 600 dwelling units above a seven-story parking structure (with one level below-grade). The total land area of the residential portion is approximately 4.18 acres, resulting in a density of 144 units per acre. Additionally, shared common outdoor space will be provided for residents in the form of a “green deck” on the roof of the residential parking structure between the two residential buildings. The height of the roof deck will be 80 feet and the total height of the residential buildings with the parking will be 320 feet.
- A 690,000 gross square foot retail outlet center, with 640,000 gross square feet of retail space on two floors and 50,000 square feet of restaurant space on a third floor roof deck. Below the retail development will be one level

of below-grade parking. The total land area of the outlet center is 7.8 acres, resulting in a Floor Area Ratio of 2.0. The majority of the outlet center will be 60 feet high, with portions of it rising up to as high as 80 feet.

- A 13-story, 240,000 square foot hotel with 250 rooms with rooftop dining and two levels of below-grade parking. The total land area of the hotel portion is 4.18 acres, resulting in a floor area ratio of 1.3. The total height of the hotel building will be 160 feet.

CONSISTENCY ANALYSIS

The proposed Specific Plan provides a comprehensive planning tool that includes goals, policies, and design regulations to guide development of the project site. Consistency with applicable General Plan Goals and Policies is analyzed below. Please reference the discussion of population and housing (Section 4.10) for analysis of population growth in the City.

Community Design Element

Goal CD-2 Attractive commercial corridors exemplified by consistency of hardscape, landscaping, signage, sidewalks, and other treatments appropriate to their context to foster a pleasant driving and pedestrian experience.

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

The project is consistent with this policy through Specific Plan regulations related to the type, height, and appearance of signage. Any distracting features, particularly sign illumination, have been analyzed in this EIR and appropriate, feasible mitigation applied that will minimize or eliminate distracting appurtenances without eliminating the informational and advertising necessities of the signage (see Section 4.1, Aesthetics).

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

The project is consistent with this policy through Specific Plan regulations that limit signage to the context of the project site in relationship to project components and surrounding uses. Message and digital displays are oriented towards Interstate 10 to provide information about on-site uses to drivers on the freeway. Signage along Rio Hondo Avenue is limited to smaller scale information displays and monument signage for wayfinding and advertising purposes.

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

The project is generally consistent with this policy through Specific Plan regulations and project design. Project signage and lighting does not include any blinking or flashing elements and any digital displays are limited to messages, information, and advertisement that are static with a minimum four second rotation standard. No temporary lettering or structures are proposed. Use of high quality materials and complimentary colors will be determined upon approval of final architecture and incorporated into the project sign program. Pole sign message displays are proposed on Flair Drive and Rio Hondo Avenue due to necessity advertise effectively to drivers along Flair Drive, Rio Hondo Avenue, and Interstate 10; therefore, the project is not entirely consistent with this component of Policy CD-2.14. Furthermore, the digital wall display may be considered a roof sign depending it is proposed to be mounted to the building at time of application for building permits. This too would not be consistent with this policy. Note that this policy is not designed to mitigate any environmental impacts but is meant to address the aesthetic concerns of signage.

Goal CD-6 The international finance district of the San Gabriel Valley, denoted by its iconic skyline, parks and natural amenities, and highly-amenitized working and living environment that builds on its strengths in finance, banking, government, and institutional uses.

Policy CD-6.1 **District Identity.** Distinguish Flair Park in its character, physical appearance, and role by considering their physical and visual separation from adjacent areas, edge and entry treatment, architecture, landscape, streetscape, and comparable elements.

The Specific Plan addresses this policy through the use of contemporary architectural elements, sustainable landscape features, innovative and modern signage, grand pedestrian entries, and attractive street frontage. Street-level entrances along Flair Drive and Rio Hondo Avenue will provide pedestrian access from the street to the residential towers, outlet retail center, and hotel. Building signage and an electronic video marquee will provide a distinctive visual identity and appearance from the Interstate 10 Freeway and Flair Drive.

The Specific Plan also addresses Goal CD-6, by allowing multi-family residential uses with numerous communal gathering spaces and recreational amenities, which specifically addresses the statement of “a highly-amenitized working and living environment” as stated in the text of the goal.

Policy CD-6.4 **Entry Statements.** Establish highly-visible entry statements, specialized pavement, and landscaping at key District entries, such as Rosemead Boulevard and Telstar Avenue, Baldwin Avenue and Interstate 10, and other key locations to heighten the sense of arrival into Flair Park.

The Specific Plan will provide highly-visible architectural features and signage, attractive landscaping located along the street frontages of Flair Drive and Rio Hondo Avenue, and the inclusion of street-level pedestrian entrances with corner plazas that identify the entry points into Flair Park.

Policy CD-6.6 **Signature Projects.** The design of new construction and rehabilitation of buildings along the freeway frontage should establish landmark buildings and an iconic skyline. Buildings should be designed with the following principles:

- Placement of buildings to preserve views of the San Gabriel Mountains from all signature and landmark buildings.
- Architectural treatment of all building elevations and visible sides of structures, and modulation of their massing.
- Incorporation of separate and well-defined primary entrances with quality building materials that present a sense of grand entry into a building.
- Highest quality of materials on all building facades that avoid the perception of low-quality, imitation, or flimsy appearance but rather present a highly defined, clean appearance.
- High-rise towers should be relatively slender, with massing divided to reduce the overall bulk and gradual stepdown of building towards lower adjacent structures.
- Delineated rooflines that create a clear demarcation where the building silhouette reaches toward the skyline and its edge defines and complements existing mountain views.

This policy is addressed through the Specific Plan by including landmark buildings that will establish an iconic skyline for the Flair Park District. The residential high-rise towers and hotel will redefine the skyline and will be designed to minimize the overall massing of the buildings. Buildings will also incorporate high-quality materials on all facades and will have varied roof heights that are architecturally appealing. The hotel, outlet retail center, and residential towers will include street-level pedestrian entrances that create a grand entrance into each building. The hotel and residential towers will include motor courts drop-off and pick-up areas that will create a sense of grand arrival and departure. The residential towers will be designed and oriented to minimize the visual impacts to surrounding properties and neighborhoods.

Policy CD-6.14 **Streetscape Improvements.** Develop a comprehensive streetscape improvement plan that uniquely defines Flair Park, improves the pedestrian experience, and helps make it a special place. Include:

- Street trees - difference street trees to denote Flair Park, provide shade for walking, and beautify streetscape.
- Sidewalk and crosswalk improvements - distinctive paving materials or treatment at key intersections.
- Lighting – pedestrian-oriented lighting fixtures (low height and intensity) in primary pedestrian areas.
- Signage – common graphic wayfaring designs with unique logos to differentiate Flair park from other others in the City.

This policy is addressed by the Specific Plan through the use of attractive streetscapes along Flair Drive and Rio Hondo Avenue. A grand, pedestrian street-level entrance at the corner of Rio Hondo Avenue and Flair Drive will further enhance the streetscape and create a convenient access point for pedestrians. Signage and wayfinding pageantry will provide visual connectives from the street-edge to the various buildings and uses. A series of interconnecting sidewalks and pathways with appropriate lighting will be provided throughout the Specific Plan Area to improve the pedestrian experience and safety. Innovate signage and wayfinding pageantry that complements the project's architecture and landscaping will create a sense of place that will distinguish the project.

Goal CD-8 **Attractive, vibrant, and convenient commercial centers that convey a quality shopping experience through the careful application of land use, site design, design policies, and architectural standards.**

Policy CD-8.8 **Signage.** Within commercial centers, encourage high-quality signage and distinct styles that complement building architectural signage should not be uncoordinated or present a cluttered image.

As discussed in regards to Goal CD-2, the Specific Plan and project design includes high-quality, coordinated signage that distinguishes the project and would be coordinated with project architecture upon approval of final design.

Land Use Element

FLAIR PARK

Goal LU-6 **Establish a first-class professional office district characterized by a diverse mix of financial, government, institutional, hospitality, and supporting land uses; distinctive architecture and iconic skyline; high-quality business park amenities; and unparalleled access to freeway, rail, and transit options.**

Policy LU-6.4 **District Design.** Create a unique, coherent image for Flair Park through the thoughtful integration of modern and eclectic architecture, attractive streetscapes, internal circulation, wayfaring signage, subdistrict focus, and building designs.

Policy LU-6.5 **District Gateways.** Create enhanced district gateways at each corner of Flair Park that are exemplified by colored pavement, entry monuments, wayfaring signage, and street lighting reflective of a modern professional finance district.

Policy LU-6.6 **Building Design.** Require thoughtful building designs that balance functionality, form, durability, aesthetics, and sustainability considerations that produce buildings of lasting quality and convey the image of a modern midrise office park.

The Specific Plan proposes unique and modern architecture, with multiple buildings of varying heights that create a new iconic skyline for Flair Park. The location of buildings and landscaping will be used to create an attractive streetscape for both Flair Drive and Rio Hondo Avenue. This will provide the future impetus for other streetscapes in Flair Park. Additionally, internal pedestrian circulation will be provided by a network of interconnecting paths and access points that will lead to a collection of public gathering spaces and plazas. Signage will be unique to the site, complement the architecture of the buildings, and direct visitors by means of thematic wayfinding signs. Intersection improvements identified in the traffic study will also improve access to the freeway and Flair Park as a whole.

Transportation

- Policy LU-6.7 **Freeway Access.** Support additional improvements to the regional transportation infrastructure in Flair Park pursuant to a feasibility study of Special Study Area 1 consistent with recommendations in the Circulation Element.
- Policy LU-6.8 **Circulation.** Improve access to and within Flair Park and provide transit service from the El Monte Downtown, El Monte Gateway, and Metrolink Station through direct shuttles consistent with recommendations in the Circulation Element.
- Policy LU-6.9 **Streetscape Plan.** Improve streetscape and internal access through the enhancement of primary roadways with trees and sidewalks, extension of roadways where necessary to ease mobility and transit access, and a distinctive wayfaring system.

The proposed project includes the widening of Flair Drive and Rio Hondo Avenue along the project frontage which will improve access and circulation within Flair Park. The street improvements along Flair Drive and Rio Hondo Avenue will include street-level building entrances, landscaping, and sidewalks that will provide access to surrounding Flair Park properties. Public plazas will include additional landscaping and outdoor amenities. Internal public gathering spaces and plazas will include shade trees, benches, and other pedestrian amenities to create a comfortable environment.

Regarding transit service, the proposed project is located within one block of Metro's Route 176 located along Telstar Avenue. The nearest bus stop is on Telstar Avenue at Rio Hondo Avenue. Metro Route 176 provides transit access to Highland Park, South Pasadena, Alhambra, San Gabriel, Montebello, Rosemead, and the El Monte Bus Station.

- Policy LU-6.13 **Brownfield Cleanup.** Require property owners to cooperate with local, state, and federal agencies to fund the full cleanup of brownfields of former heavy industrial properties prior to selling or transferring the property, unless the new owner agrees to assume responsibility for full cleanup costs.

The Applicant has initiated the required studies and has begun clean-up of the site per state and federal regulations. See Section 4.6, Hazards and Hazardous Materials for further analysis.

Housing Element

- Goal H-2 **Adequate sites for new housing that create a vibrant downtown, revitalize transportation corridors with quality housing, and motivate reinvestment and revitalization in neighborhoods.**
- Policy H-2.1 **Housing Sites.** Provide adequate sites through land use, zoning, and specific plan designations to allow single-family homes, apartments, mobile homes, and special needs housing.

The Specific Plan will allow up to 600 new multi-family residential units within two high-rise towers. These units will provide new housing choices that are not currently available in the City of El Monte.

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

This policy is met through the Specific Plan by employing innovative urban design strategies, state-of-the-art building façade treatments, high-quality materials, sustainable building practices, attractive rooftop gathering spaces, and other architectural features that will create an authentic destination, with a compelling urban experience and sense of place that is unique to El Monte.

Goal H-3 A diversity of quality housing types and prices that meet the needs of residents, support the economic development and revitalization, and provide opportunities for residents of all ages and income levels.

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

The Specific Plan will allow an urban mixed-use district that provides high-rise residential towers, hospitality amenities, a modern retail environment, and destination restaurants to accommodate multiple lifestyles.

Circulation Element

Goal C-1 A regional freeway, rail and airport transportation system that meets the needs of business, facilitates efficient movement of goods, and minimizes adverse effects on El Monte's residential neighborhoods.

Policy C-1.7 Traffic Mitigations. Require cost of transportation mitigations and improvements needed for new development to be borne by applicants. For mitigation required for regionally significant projects, developers shall pay a fee to help fund a project-specific report.

This policy is met by the Specific Plan through its fair-share funding of traffic mitigation to off-set the costs of street and intersection improvement as a result of the project. See Section 4.13, Transportation and Traffic, for further analysis. The site location also avoids adverse effects on existing residential neighborhoods.

Goal C-5: A connected, balanced, and integrated system of walking, biking, and equestrian paths and trails that is accessible and safe and connect to homes, residences, parks, and other community destinations.

Policy C-5.3 Bicycle Hubs. Establish bike hubs in the community (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes) at key transit nodes or commercial nodes.

Policy C-5.6 Pedestrian Amenities. Provide amenities along pedestrian routes, such as well-maintained and landscaped sidewalks, tree shade cover, benches, pedestrian phases at signalized intersections, and mid-block signalized or well-signed pedestrian crosswalks.

The Specific Plan's development standards will require bicycle racks and lockers within parking structures. These facilities will be easily accessible to customers, employees, visitors, and residents.

The street improvements along Flair Drive and Rio Hondo Avenue will include street-level building entrances, landscaping, and sidewalks that will provide access to surrounding Flair Park properties. The retail outlet center's street-level pedestrian entrances at the corner of Flair Drive and Rio Hondo Avenue, and at the mid-block of Rio Hondo Avenue, will include public plazas to identify the entrances. The plazas will include additional landscaping and outdoor

amenities. Internal public gathering spaces and plazas will include shade trees, benches, and other pedestrian amenities to create a comfortable environment.

Goal C-6 Integration of circulation and land use development policies and practices that support walking, bicycling, and use of transit through a variety of supportive land use development and urban design measures.

Policy C-6.2 **New and Substantially Rehabilitated Development.** Require new development to provide amenities for transit, bicyclists, and pedestrians and to provide connections to the bicycle and pedestrian networks where appropriate.

This policy is met by the Specific Plan through the development standards that require bicycle racks and lockers within the parking structures. These facilities will be easily accessible to customers, employees, visitors, and residents.

Policy C-6.3 **Parking Districts.** Encourage parking districts in the downtown, Flair Park, and other appropriate areas to enable the efficient and cost-effective provision and use of parking, including the possible construction of parking structures.

Policy C-6.4 **Parking Supply.** Require residential, commercial, industrial, and other land uses in the community to provide adequate on-site parking for their respective uses; allow for joint-use parking needs of individual uses are satisfied.

The Specific Plan's parking standards require that adequate parking spaces be provided within the parking structures to satisfy the demands for this mixed-use project. The development standards included in the Specific Plan also require the efficient movement of vehicles and pedestrians within the on-site parking structures. Electronic signs will display the location of available parking spaces by level, and will assist in directing vehicles to available parking spaces. Pay-first parking kiosks will also reduce queuing of vehicles exiting the parking structures.

The parking requirements contained within the Specific Plan requires that adequate on-site parking spaces be available to satisfy the parking demands for the retail outlet center, hotel, and residential land uses. The parking structures include a joint-use/shared parking program to efficiently utilize all parking spaces, while providing sufficient parking spaces to meet the peak parking demand. Valet parking management systems for hotel and residential towers will also create an efficient utilization of parking spaces.

Economic Development

Goal ED-6 Southern California's leading firms engaged in international trade and finance will locate major corporate operations in Flair Park.

Policy ED-6.1 **Business Visitation.** Interview firms engaged in international trade and finance to identify their business needs and location criteria; at Flair Park, address the locational needs of these firms to create a competitive business location.

The Specific Plan addresses this policy since the proposed project will be designed to provide international appeal. The retail outlet center, restaurants, and hotel uses will create a competitive advantage to surrounding Flair Park businesses by providing amenities that could attract diverse, international-based businesses.

Policy ED-6.3 **Specific Plan.** Adopt a specific plan to implement the vision of Flair Park and guide the visioned development in concert with the Land Use and Community Design Elements.

This policy is met by preparing this Specific Plan to implement the vision of Flair Park, and to guide the development of the Specific Plan Area pursuant to the Land Use and Community Design Elements.

Policy ED-6.4 Land Use Regulation. Revise land use regulation as necessary to minimize discretionary regulatory actions for speculative mid- and high-rise office development and office-based businesses in Flair park; prohibit larger development investments that are inconsistent with or do not further the vision for Flair Park.

This policy is addressed through the Specific Plan by providing regulations for land uses that will be consistent with the vision for Flair Park. The development standards contained within the proposed Specific Plan provide clear guidance for allowed uses that do not require additional discretionary actions by the City.

Policy ED-6.5 Business Environment. Make infrastructure, streetscape, design and parks improvements to Flair Park, as specified in the Land Use, Community Design, and Parks and Recreation Elements, to support business reasons for locating and expanding in El Monte.

This policy is addressed through the Specific Plan by providing diverse public open spaces and plazas, attractive streetscapes, destination restaurants, and a hotel that could support new businesses in locating and expanding in Flair Park and in the City.

Public Services and Facilities Development

Goal PSF-4 Well-managed network of infrastructure evidenced by rigorous capital improvement planning, preventive maintenance, and equitable financing.

Policy PSF-4.7 Specific Plans. Require that specific plans contain comprehensive infrastructure conditions and needs; prepare a financing plan to fund improvements and a cost-sharing arrangement for property owners to pay for infrastructure.

The Specific Plan contains details for infrastructure improvements for the proposed project. Prior to the adoption of the Specific Plan, the Applicant will be responsible for all infrastructure improvements required by the City and borne by the development.

Public Health and Safety Element

Goal PHS-8 Proper planning for the threat of manmade and natural hazards so as to minimize, to the greatest extent possible, the risk to life, limb, property, and essential facilities through emergency preparedness, recover, and response.

Policy PHS-8.2 Land Use Compatibility. Require the inclusion of noise-reducing design features in development consistent with standards in PHS-1, Title 24 California Code of Regulations and the El Monte Municipal Code.

This policy is addressed by the Specific Plan through development standards that ensure appropriate noise-reducing design features are incorporated into the residential units and hotel rooms to protect residents and guests from noise impacts.

Policy PHS-8.3 Site Planning. Incorporate noise considerations into the site plan review process, particularly with regard to parking and loading areas, ingress/egress points and refuse collection areas.

The Specific Plan requires that parking, loading, and trash areas be designed to minimize noise impacts to sensitive land uses (e.g., hotel and residential towers). Sound-attenuation features will be integrated into the hotel and residential towers to minimize noise and vibrations. The placement of the loading and trash areas at one location will ensure these

areas do not impede vehicular traffic located along the private drives, and allows vehicles to load and unload quickly at one location.

Health and Wellness Element

Goal HW-2 Land use patterns that promote increased physical activity as a means to reduce rates of obesity, heart disease, diabetes and other health-related issues.

Policy HW-2.3 Walkable Retail. Encourage nodes of neighborhood-serving retail uses within walking distance (one-quarter mile) of all residences.

This policy is addressed through the Specific Plan by allowing a mix of land uses that are connected by multiple pedestrian paths. As a result, this will allow residents and visitors to easily walk to the outlet retail center, plazas, restaurants, and other amenities without having to rely on the automobile for transportation.

Policy HW-2.4 Commute to Work. Encourage development patterns that create new employment and housing opportunities to be within reasonable distance to high-frequency transit service. Promote and support high-density, mixed-use development near existing and proposed high-frequency transit service and in proposed and existing commercial areas.

This policy is addressed through the Specific Plan by developing a mixed-use project within one block of Metro's Route 176 located along Telstar Avenue. The nearest bus stop is on Telstar Avenue at Rio Hondo Avenue. Metro Route 176 provides transit access to Highland Park, South Pasadena, Alhambra, San Gabriel, Montebello, Rosemead, and the El Monte Bus Station. Route 176 operates Monday through Friday with headways of approximate 45 minutes. This route operates from approximately 6:00 AM to 9:00 PM. There are no known plans to increase the frequency of service on this route.

Based on the consistency analysis presented above, with implementation of the proposed Specific Plan and two Conditional Use Permits, the proposed project will be consistent with the goals and policies of the City's General Plan. It should be noted that while the project is consistent with portions of the General Plan, the General Plan did not account for residential and retail development in Flair Park; therefore, a General Plan Amendment and Zone Change are needed to allow for limited support of these types of uses.

The City's General Plan EIR found the General Plan to be consistent with the RTP and the Compass Blueprint Regional Growth Principles.³ Based on the analysis herein that finds the proposed project consistent with the General Plan, the project is also consistent with the SCAG regional planning efforts. In general, the project is a mixed-use, high-density development with immediate access to both public transit and freeway travel modes. The project promotes alternative transportation options and will be designed in accordance with latest CALGREEN building requirements to reduce criteria pollutant and greenhouse gas emissions. Based on the design and location of the project, the project is consistent with regional growth principles to mitigate impacts to the environment. Impacts will be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significant with Mitigation Incorporated

Not applicable.

References

¹ Southern California Association of Governments. 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy. April 2012

- ² Southern California Association of Governments. Southern California Compass Growth Visions report. June 2004
- ³ City of El Monte. General Plan and Zoning Code Update Environmental Impact Report. May 2011

This section discusses potential impacts related to excess noise levels, groundborne vibration, and permanent and temporary increase in ambient noise levels. As identified in the Initial Study, impacts related to airport operations noise were found to have no impact and are not discussed herein. The following analysis is based in part on the Noise Impact Analysis prepared by MIG | Hogle-Ireland (See Appendix E).

Defining Noise

“Sound” is a vibratory disturbance created by a moving or vibrating source and is capable of being detected. “Noise” is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific ground of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment.

THE PRODUCTION OF SOUND

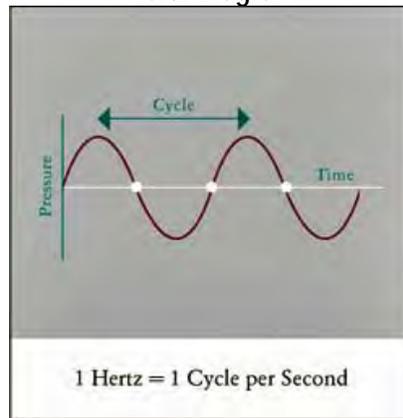
Sound has three properties: amplitude and amplitude variation of the acoustical wave (loudness), frequency (pitch), and duration of the noise. Despite the ability to measure sound, human perceptibility is subjective, and the physical response to sound complicates the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as “noisiness” or “loudness.”

MEASURING SOUND

Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called bels. To provide a finer description of sound, a bel is subdivided into 10 decibels, abbreviated dB. Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dB when it passes an observer, two cars passing simultaneously will not produce 140 dB. In fact, they would combine to produce 73 dB. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by three dB. Conversely, halving the traffic volume or speed will reduce the traffic noise level by three dB. A three dB change in sound is the beginning at which humans generally notice a *barely perceptible* change in sound and a five dB change is generally *readily perceptible*.¹

Sound pressure level alone is not a reliable indicator of loudness. The frequency or pitch of a sound also has a substantial effect on how humans will respond. While the intensity of the sound is a purely physical quantity, the loudness or human response depends on the characteristics of the human ear. Human hearing is limited not only to the range of audible frequencies but also in the way it perceives the sound pressure level in that range. In general, the healthy human ear is most sensitive to sounds between 1,000 Hertz (Hz) and 5,000 Hz, and perceives both higher and lower frequency sounds of the same magnitude with less intensity. Hertz is a unit of frequency that defines any periodic event. In the case of sound pressure, a Hertz defines one cycle of a sound wave per second (see Figure 4.91, Hertz Diagram). To approximate the frequency response of the human ear, a series of sound pressure level adjustments is usually applied to the sound measured by a sound level meter.

Figure 4.9-1
Hertz Diagram



STANDARDS FOR NOISE EQUIVALENT

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise have been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:²

L_{eq} (Equivalent Energy Noise Level): The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. L_{eq} is typically computed over 1-, 8-, and 24-hour sample periods.

CNEL (Community Noise Equivalent Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00 PM to 10:00 PM and after addition of ten decibels to sound levels in the night from 10:00 PM to 7:00 AM.

L_{dn} (Day-Night Average Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00 PM and before 7:00 AM.

CNEL and L_{dn} are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. L_{eq} is better utilized for describing specific and consistent sources because of the shorter reference period.

Federal and State agencies have established noise and land use compatibility guidelines that use averaging approaches to noise measurement. The State Department of Aeronautics and the California Commission on Housing and Community Development have adopted the community noise equivalent level (CNEL). The City of El Monte utilizes the CNEL measurement scale for its community noise/land use compatibility standards (see discussion of existing General Plan noise level standards below).

Vibration and Groundborne Noise

Vibration is the movement of mass over time. It is described in terms of frequency and amplitude and unlike sound; there is no standard way of measuring and reporting amplitude. Vibration can be described in units of velocity (inches per second) or discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are generally discussed in terms of peak particle velocity (PPV) that describes particle movement over time (in terms of physical displacement of mass). For purposes of this analysis, PPV will be used to describe all vibration for ease of reading and comparison. Vibration can impact people, structures, and sensitive equipment.³ The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows).

Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments such as electron microscopes. Common sources of vibration within communities include construction activities and railroads.

Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used.

Existing Conditions

AMBIENT NOISE

Short-term noise measurements at the project site were conducted to identify the ambient noise in the project vicinity. An American National Standards Institute (ANSI Section S14 1979, Type 1) Larson Davis model LxT sound level meter was used to monitor existing ambient noise levels in the project area. The noise meter was programmed in “slow” mode to record noise levels in A-weighted form. The microphone height was set at five feet. Three 15-minute daytime noise measurements were taken between 4:37 PM and 5:34 PM on Wednesday, July 30, 2014.

Ambient noise levels ranged from 63.9 to 77.1 dBA CNEL. Ambient noise levels are a composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location. Ambient noise levels are presented in Table 4.9-1 (Ambient Noise Levels).

Vehicular traffic along Flair Drive, Rio Hondo Avenue and the I-10 were the dominant noise sources at all measurement locations. Other noise sources included human activity and operation of mechanical equipment at the industrial use to the east of the project site. The proposed project will be located on the southeast corner of Flair Drive and Rio Hondo Avenue. Regional access to the project site is provided by the Interstate 10 to the north. Flair Drive is a two-lane, undivided roadway. Rio Hondo Avenue is a two-lane, undivided roadway perpendicular to Rio Hondo Avenue.

Table 4.9-1
Ambient Noise Levels

Name	Time Period	Measurement Period	Description	Existing Ambient Noise Levels (dBA CNEL)
Flair Spectrum 1	15 Minutes	4:37 – 4:52 PM	Rio Hondo Avenue, western boundary of the project site	68.4
Flair Spectrum 2	15 Minutes	4:57 – 5:12 PM	Southern boundary of the project site	63.9
Flair Spectrum 3	15 Minutes	5:19 – 5:34 PM	Flair Drive, northern boundary of the project site	77.1

Source: MIG | Hogle-Ireland. October 2014

Regulatory Framework

FEDERAL REGULATIONS

Federal Noise Control Act of 1972

The U.S. Environmental Protection Agency (EPA) Office of Noise Abatement and Control was originally established to coordinate federal noise control activities. After its inception, EPA's Office of Noise Abatement and Control issued the Federal Noise Control Act of 1972, establishing programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In response, the EPA published information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (Levels of Environmental Noise). The Levels of Environmental Noise recommended that the L_{dn} should not exceed 55 dBA outdoors or 45 dBA indoors to prevent significant activity interference and annoyance in noise-sensitive areas.

In addition, the Levels of Environmental Noise identified five dBA as an “adequate margin of safety” for a noise level increase relative to a baseline noise exposure level of 55 dBA L_{dn} (i.e., there will not be a noticeable increase in adverse community reaction with an increase of five dBA or less from this baseline level). The EPA did not promote these findings as universal standards or regulatory goals with mandatory applicability to all communities, but rather as advisory exposure levels below which there would be no risk to a community from any health or welfare effect of noise.

In 1981, EPA administrators determined that subjective issues such as noise will be better addressed at more localized levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to State and local governments. However, noise control guidelines and regulations contained in EPA rulings in prior years remain in place by designated federal agencies, allowing more individualized control for specific issues by designated federal, State, and local government agencies.

Federal Transit Administration

The Federal Transit Administration (FTA) has developed methodology and significance criteria to evaluate incremental noise impacts from surface transportation modes (i.e., on road motor vehicles and trains) as presented in Transit Noise Impact and Vibration Assessment (FTA Guidelines). These incremental noise impact criteria are based on EPA findings and subsequent studies of annoyance in communities affected by transportation noise. The FTA extended the EPA’s five dBA incremental impact criterion to higher ambient levels. As baseline ambient levels increase, smaller and smaller increments are allowed to limit expected increases in community annoyance. For example, in residential areas with a baseline ambient noise level of 50 dBA CNEL, a less-than-five dBA increase in noise levels will produce a minimal increase in community annoyance levels, while at 70 dBA CNEL, only one dBA increase could be accommodated before a significant annoyance increase will occur.

Vibration Standards

The FTA provides guidelines for maximum-acceptable vibration criteria for different types of land uses. Groundborne vibration and noise levels associated with various types of construction equipment and activities are summarized in Table 4.9-2 (Reference Vibration Source Amplitudes for Construction Equipment). Table 4.9-3 (Groundborne Vibration and Noise Impact Criteria) shows the Federal Transit Administration’s maximum acceptable vibration standard for human annoyance in residences where people normally sleep is 80 VdB (less than 70 vibration events per day).

**Table 4.9-2
Reference Vibration Source Amplitudes for Construction Equipment**

Equipment	Reference PPV at 25 ft (in/sec) at 25 Feet	Approximate Vibration Level (VL) at 25 Feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 (upper range)	105
	0.170 (typical)	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
Slurry wall	0.017 in rock	75
Vibratory roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

*Notes: PPV is the peak particle velocity. Pile driver amplitude varies greatly based on equipment type and size.
Source: Federal Transit Administration. Transit Noise and Vibration Impact Assessment. 2006.*

**Table 4.9-3
Groundborne Vibration and Noise Impact Criteria**

Land Use Category	Groundborne Vibration Impact Levels (VdB)		Groundborne Noise Impact Levels (dBA)	
	Frequent Events ¹	Infrequent Events ²	Frequent Events ¹	Infrequent Events ²
Category 1: Buildings where low ambient vibration is essential for interior vibrations	65 VdB ³	65 VdB ³	N/A	N/A
Category 2: Residences and buildings where people normally sleep	72 VdB	80 VdB	35 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use	75 VdB	83 VdB	40 dBA	48 dBA
¹ Frequent Events – more than 70 vibration events per day ² Infrequent Events – fewer than 70 vibration events per day ³ This criterion limit is based on levels that are acceptable for more moderately sensitive equipment such as optical microscopes. Source: United States Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Assessment, 1995				

The FTA and Caltrans have compiled the data from numerous studies related to vibration and have developed standards for human perception and building damage. The FTA's maximum acceptable vibration standard for human annoyance is 78 VdB at nearby vibration-sensitive land uses.⁴ The Caltrans maximum vibration level standard is 0.2 in/sec PPV for the prevention of structural damage to typical residential buildings.⁵

State Regulations

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

CEQA requires lead agencies to consider noise impacts. Under CEQA, lead agencies are directed to assess conformance to locally established noise standards or other agencies' noise standards; measure and identify the potentially significant exposure of people to or generation of excessive noise levels; measure and identify potentially significant permanent or temporary increase in ambient noise levels; and measure and identify potentially significant impacts associated with air traffic.

CALIFORNIA NOISE CONTROL ACT OF 1973

Sections 46000-46080 of the California Health and Safety Code, known as the California Noise Control Act of 1973, find that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

CALIFORNIA NOISE INSULATION STANDARDS (CCR TITLE 24)

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings (Title 24, Part 2, California Code of Regulations). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or L_{dn}) of 60 dBA or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or L_{dn}) of 45 dBA or below [California's Title 24 Noise Standards, Chap. 2-35].

STATE OF CALIFORNIA GENERAL PLAN GUIDELINES 2003

Though not adopted by law, the State of California General Plan Guidelines 2003, published by the California Governor’s Office of Planning and Research (OPR) (OPR Guidelines), provides guidance for the compatibility of projects within areas of specific noise exposure. The OPR Guidelines identify the suitability of various types of development relative to a range of outdoor noise levels and provide each local community some flexibility in setting local noise standards that allow for the variability in community preferences. Findings presented in the Levels of Environmental Noise Document (EPA 1974) influenced the recommendations of the OPR Guidelines, most importantly in the choice of noise exposure metrics (i.e., L_{dn} or CNEL) and in the upper limits for the normally acceptable outdoor exposure of noise-sensitive uses.

The OPR Guidelines include a Noise and Land Use Compatibility Matrix which identifies acceptable and unacceptable community noise exposure limits for various land use categories. Where the “normally acceptable” range is used, it is defined as the highest noise level that should be considered for the construction of the buildings which do not incorporate any special acoustical treatment or noise mitigation. The “conditionally acceptable” or “normally acceptable” ranges include conditions calling for detailed acoustical study or construction mitigation to reduce interior exposure levels prior to the construction or operation of the building under the listed exposure levels.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

According to the Caltrans vibration manual, large bulldozers, vibratory rollers (used to compact earth), and loaded trucks utilized during grading activities can produce vibration, and depending on the level of vibration, could cause annoyance at uses within the project vicinity or damage structures. Caltrans has developed a screening tool to determine if vibration from construction equipment is substantial enough to impact surrounding uses.

The Caltrans vibration manual establishes thresholds for vibration impacts on buildings and humans. These thresholds are summarized in Tables 4.9-4 (Vibration Damage Potential Threshold Criteria) and 4.9-5 (Vibration Annoyance Potential Threshold Criteria).

**Table 4.9-4
Vibration Damage Potential Threshold Criteria**

Structural Integrity	Maximum PPV (in/sec)	
	Transient	Continuous
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some older buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial and commercial structures	2.00	0.50

Source: Caltrans 2004

**Table 4.9-5
Vibration Annoyance Potential Threshold Criteria**

Human Response	PPV Threshold (in/sec)	
	Transient	Continuous
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.90	0.10
Severely perceptible	2.00	0.40

Source: Caltrans 2004

Local Regulations

CITY OF EL MONTE MUNICIPAL CODE

The City of El Monte Municipal Code, under Chapter 8.36 – Noise Control, provides the local government ordinance relative to community noise level exposure, guidelines, and regulations.

Operational Noise Standards

Pursuant to El Monte Municipal Code Section 8.36.030, ambient noise levels should not exceed 55 dBA between the hours of 7:00 AM and 10:00 PM at multi-family uses, 65 dBA at commercial uses, and 70 dBA at industrial uses. Residential uses within 150 feet of a freeway, permissible noise levels are 62 dBA between the hours of 7:00 AM and 10:00 PM and 58 dBA between the hours of 10:00 PM and 7:00 AM. Noise levels that exceed the ambient noise level by more than five dBA for a cumulation period of fifteen minutes in any hour at the property line of any property is prohibited.

Construction Noise Standards

Pursuant to Section 8.36.050(C) of the El Monte Municipal Code, noise sources created by construction is prohibited except between the hours of 6:00 AM and 7:00 PM Monday through Friday or between the hours of 8:00 AM and 7:00 PM on Saturday and Sunday.

CITY OF EL MONTE NOISE ELEMENT

The City of El Monte General Plan Noise Element includes policies, standards, criteria, programs, diagrams, action items, and maps related to protecting public health and welfare from excessive noise exposure. Table 4.9-6 (Land Use Guidelines for Exterior Noise) and Figure 4.9-2 (Noise Compatibility Standards) below illustrate the guidelines established in the Noise Element based on standards for acceptable noise levels. These standards and criteria are incorporated into the land use planning process to reduce noise and land use incompatibilities.

Table 4.9-6
Land Use Guidelines for Exterior Noise

Parcel Details	7:00 AM to 10:00 PM	10:00 PM to 7:00 AM
Single Family Residential	50 dBA	45 dBA
Multiple-Family Residential	55 dBA	50 dBA
Residential 150 feet from Freeway	62 dBA	58 dBA
Commercial	65 dBA	60 dBA
Industrial	70 dBA	70 dBA
<i>Source: El Monte General Plan, Public Health and Safety Element, Table PHS-2</i>		

Figure 4.9-2
Noise Compatibility Standards

Land Uses	CNEL (dBA)						
	50	55	60	65	70	75	80
Residential-Low Density Single Family, Duplex, Mobile Homes			Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Residential- Multiple Family			Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Transient Lodging: Hotels and Motels			Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes			Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Playground, Neighborhood Parks			Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries			Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Office Buildings, Businesses, Commercial and Professional			Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture			Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable

Explanatory Notes

- Normally Acceptable:** Specified land use is satisfactory based on the assumption that any buildings involved are of conventional construction, without special noise insulation requirements.
- Conditionally Acceptable:** New construction should be undertaken only after a detailed analysis of the noise reduction requirements and needed noise insulation features are included in the design.
- Normally Unacceptable:** New construction should be discouraged, unless a detailed analysis of noise reduction requirements is made and needed insulation features are fully included in the design.
- Clearly Unacceptable:** New construction or development should generally not be undertaken.

Source: City of El Monte General Plan, Public Health and Safety Element, Figure PHS-1

CITY OF ROSEMEAD MUNICIPAL CODE

The City of Rosemead Municipal Code, under Chapter 8.36 – Noise Control, provides the local government ordinance relative to community noise level exposure, guidelines, and regulations. Pursuant to Rosemead Municipal Code Section 8.36.060 (Noise Standards), exterior noise levels shall not exceed 60 dBA for residential uses and 65 dBA for commercial uses between the hours of 7:00 AM and 10:00 PM and 45 dBA for residential uses and 60 dBA for commercial uses between the hours of 10:00 PM and 7:00 AM. Exterior noise levels shall not exceed 70 dBA at any time for industrial use.

It is prohibited to create any noise that exceeds:

- The applicable noise standard for a cumulative period of time of more than thirty minutes in any hour, or
- The applicable noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour, or
- The applicable noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour, or
- The applicable noise standard plus 15 dBA for a cumulative period of more than one minute in any hour, or
- The noise standard plus 20 dBA for any period of time.

CITY OF TEMPLE CITY MUNICIPAL CODE

The City of Temple City Municipal Code Section 9-11-3 (General Sound Level Standards) provides the local government ordinance relative to community noise level exposure, guidelines, and regulations. Pursuant to the City of Temple City Municipal Code, exterior noise levels shall not exceed 55 dBA for residential use and 65 dBA for commercial use between the hours of 7:00 AM and 10:00 PM and 45 dBA for residential use and 55 dBA for commercial use between the hours of 10:00 PM and 7:00 AM. Exterior noise levels shall not exceed 75 dBA at any time for industrial use.

CITY OF SOUTH EL MONTE GENERAL PLAN

The City of South El Monte General Plan Public Safety Element provides local government regulations relative to community noise level exposure. Pursuant to the City of South El Monte General Plan, exterior noise levels are allowable up to 55 dBA CNEL for residential use and 65 dBA CNEL for general commercial use.

CITY OF SAN GABRIEL GENERAL PLAN

Pursuant to the City of San Gabriel Municipal Code, exterior noise levels shall not exceed 50 dBA for residential and 60 dBA for commercial uses between the hours of 7:00 AM and 10:00 PM and 45 dBA for residential and 55 dBA for commercial uses between the hours of 10:00 PM and 7:00 AM.

Thresholds of Significance

Applicable impact significance thresholds concerning noise 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. Expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- B. Expose people to or generate excessive groundborne vibration or groundborne noise levels.
- C. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- D. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

To assess construction impacts, a worst-case construction scenario was modeled using the Federal Highway Administration's Roadway Construction Noise Model (RCNM). Modeling parameters and output are provided in Appendix E. RCNM utilizes standard noise emission levels for different types of equipment and includes utilization percentage, impact, and shielding parameters.

To assess current and opening year traffic noise levels, vehicle trips associated with surrounding roadways were modeled utilizing the SoundPLAN software. SoundPLAN is a three-dimensional noise modeling software that accounts for the shielding and reflective effects associated with intervening topography and nearby buildings.

Environmental Impacts

Impact 4.9.A, C The proposed project would not expose people to or generate noise levels in excess of applicable standards. Impacts will be less than significant.

Operational Noise levels

The El Monte Municipal Code sets an allowable exterior noise level for single-family residential uses at 50 dBA CNEL, 55 dBA CNEL for multi-family residential uses, and 65 dBA for commercial uses. Ambient noise in the project area will generally be defined by vehicular traffic on area roadways. Traffic noise from vehicular traffic generated by the proposed project was projected using SoundPlan software based on trip generation and distribution estimates in the project traffic study prepared by Linscott, Law, and Greenspan.⁶ The noise model assumes a flat topography condition (which is a worst-case scenario). Traffic noise levels were projected to the ground floor for various locations throughout the project area.

Traffic noise levels throughout the project area were calculated for Year 2016 No Project, Year 2016 Plus Project Phase I, Year 2019 No Project, Year 2019 Plus Project Buildout, Year 2035 No Project, and Year 2035 Plus Project Buildout scenarios using the SoundPLAN. Trip volumes included in the project traffic study takes into consideration related projects in the area and ambient growth. The 2016 No Project and 2016 Plus Project Phase I traffic noise levels at various locations in the project area are summarized in Table 4.9-7 (Year 2016 Roadway Noise Levels). As shown in Table 4.9-7, 28 out of the 45 receivers exceed the noise thresholds in their respective cities under the 2016 No Project scenario. The 2019 No Project and 2019 Plus Project Buildout traffic noise levels at the same 45 receivers are summarized in Table 4.9-8 (Year 2019 Roadway Noise Levels). As shown in Table 4.9-8, 30 out of the 45 receivers exceed City noise thresholds under the 2019 No Project scenario. The 2035 No Project and 2035 Plus Project Buildout traffic noise levels are summarized in Table 4.9-9 (Year 2035 Roadway Noise Levels). As shown in Table 4.9-9, 31 out of the 45 receivers exceed City noise thresholds under the 2035 No Project scenario.

The proposed project will not increase noise exposure to a receiver that is currently within City of El Monte noise thresholds to significant levels under the Year 2016 Plus Project Phase I, Year 2019 Plus Project Buildout, and Year 2035 Plus Project Buildout scenarios. Impacts will be less than significant.

Table 4.9-7
Year 2016 Roadway Noise Levels

Location	Receptors	Land Use	No Project (dBA CNEL)	Plus Project Phase I (dBA CNEL)
City of El Monte	SE of Rosemead Boulevard at I-10	Commercial	68.4	68.7
	NE corner of Aerojet and Telstar	Commercial	66.1	67.5
	NE corner of Peck and Garvey	Commercial	66.4	66.4
	NE corner of Peck and Ramona	Commercial	65.3	65.3
	NE corner of Roseglen and Lower Azusa	Commercial	60.7	60.7
	NE corner of Santa Anita and Valley	Commercial	67.2	67.3
	NE corner of Tyler and Valley	Multi-Family Residential	64.7	64.8
	NW Corner of Aerojet and Telstar	Commercial	68.4	69.6
	NW corner of Merced and Garvey	Commercial	61.4	61.6
	NW corner of Peck and Lower Azusa	Commercial	63.2	63.2
	NW corner of Rio Hondo and Telstar	Commercial	65.2	67.5
	NW corner of Tyler and Garvey	Commercial	65.1	65.1
	NW corner of Tyler and Ramona	Commercial	64.0	64.0
	NW corner of Valley and Garvey	Commercial	65.3	65.3
	NW of Santa Anita at I-10	Commercial	71.2	71.2
	SE corner of Aerojet and Flair	Commercial	70.5	70.6
	SE corner of Baldwin and Valley	Commercial	65.8	65.9
	South of Santa Anita at Tyler	Commercial	64.7	64.7
	SW corner of Baldwin and Lower Azusa	Commercial	65.2	65.1
	SW corner of Durfee and Ramona	Commercial	62.3	62.4
	SW corner of Fletcher and Flair	Commercial	72.7	73.0
	SW corner of Gilman and Ramona	Commercial	63.1	63.2
	SW corner of Merced and Garvey	Commercial	61.6	61.8
	SW corner of Peck and Garvey	Commercial	66.3	66.4
	SW corner of Rio Hondo and Flair	Commercial	69.7	70.3
	SW corner of Santa Anita and Garvey	Commercial	65.1	65.1
	SW corner of Santa Anita and Lower Azusa	Commercial	64.5	64.6
	SW corner of Telstar and Flair	Commercial	72.5	72.8
SW corner of Temple City and Lower Azusa	Commercial	63.7	63.8	
SW of Peck at I-10	Commercial	70.2	70.3	
SW of Santa Anita at I-10	Single Family Residential	69.0	69.1	
City of Rosemead	NE corner of Rosemead and Lower Azusa	Commercial	66.4	66.5
	NE corner of Walnut Grove and Garvey	Commercial	63.5	63.9
	NE corner of Walnut Grove and Valley	Commercial	64.3	64.4
	NW corner of Glendon and Rosemead	Commercial	69.6	69.8
	SE corner of Temple City at Loftus	Single Family Residential	67.9	68.1
	SE corner of Temple City at Valley	Commercial	65.2	65.4
	SW corner of Rosemead and Valley	Commercial	67.7	68.1
City of Temple City	NW corner of Baldwin and Olive	Commercial	59.8	59.8
	SW corner of Rosemead and Las Tunas Dr	Commercial	64.6	64.6
City of San Gabriel	NE of San Gabriel at I-10	Single Family Residential	68.5	68.5
	NW corner of San Gabriel and Valley	Commercial	66.3	66.3
City of South El Monte	NE corner of Rosemead and Rush	Commercial	64.8	64.8
	SE corner of Chico and Garvey	Commercial	61.9	62.6
	SE corner of Rosemead and Garvey	Commercial	65.6	65.9

Table 4.9-8
Year 2019 Roadway Noise Levels

Location	Receptors	Land Use	No Project (dBA CNEL)	Plus Project Buildout (dBA CNEL)
City of El Monte	SE of Rosemead Boulevard at I-10	Commercial	68.5	68.7
	NE corner of Aerojet and Telstar	Commercial	65.8	67.7
	NE corner of Peck and Garvey	Commercial	66.6	66.7
	NE corner of Peck and Ramona	Commercial	65.4	65.4
	NE corner of Roseglen and Lower Azusa	Commercial	60.8	60.8
	NE corner of Santa Anita and Valley	Commercial	67.3	67.4
	NE corner of Tyler and Valley	Multi-Family Residential	64.8	64.9
	NW Corner of Aerojet and Telstar	Commercial	67.9	69.8
	NW corner of Merced and Garvey	Commercial	62.1	62.1
	NW corner of Peck and Lower Azusa	Commercial	63.3	63.4
	NW corner of Rio Hondo and Telstar	Commercial	65.1	67.8
	NW corner of Tyler and Garvey	Commercial	65.2	65.3
	NW corner of Tyler and Ramona	Commercial	64.0	64.0
	NW corner of Valley and Garvey	Commercial	65.5	65.5
	NW of Santa Anita at I-10	Commercial	71.3	71.4
	SE corner of Aerojet and Flair	Commercial	70.5	70.8
	SE corner of Baldwin and Valley	Commercial	65.8	66.0
	South of Santa Anita at Tyler	Commercial	64.9	64.9
	SW corner of Baldwin and Lower Azusa	Commercial	65.2	65.3
	SW corner of Durfee and Ramona	Commercial	62.4	62.5
	SW corner of Fletcher and Flair	Commercial	72.8	73.1
	SW corner of Gilman and Ramona	Commercial	63.2	63.3
	SW corner of Merced and Garvey	Commercial	62.0	62.1
	SW corner of Peck and Garvey	Commercial	66.5	66.5
	SW corner of Rio Hondo and Flair	Commercial	69.8	70.5
	SW corner of Santa Anita and Garvey	Commercial	65.2	65.2
	SW corner of Santa Anita and Lower Azusa	Commercial	64.6	64.7
	SW corner of Telstar and Flair	Commercial	72.6	72.9
SW corner of Temple City and Lower Azusa	Commercial	63.8	63.9	
SW of Peck at I-10	Commercial	70.3	70.4	
SW of Santa Anita at I-10	Single Family Residential	69.1	69.2	
City of Rosemead	NE corner of Rosemead and Lower Azusa	Commercial	66.6	66.6
	NE corner of Walnut Grove and Garvey	Commercial	64.0	64.1
	NE corner of Walnut Grove and Valley	Commercial	64.7	64.5
	NW corner of Glendon and Rosemead	Commercial	69.7	69.9
	SE corner of Temple City at Loftus	Single Family Residential	68.0	68.2
	SE corner of Temple City at Valley	Commercial	65.3	65.3
	SW corner of Rosemead and Valley	Commercial	67.8	68.8
City of Temple City	NW corner of Baldwin and Olive	Commercial	59.9	59.9
	SW corner of Rosemead and Las Tunas Dr	Commercial	64.7	64.7
City of San Gabriel	NE of San Gabriel at I-10	Single Family Residential	68.6	68.6
	NW corner of San Gabriel and Valley	Commercial	66.4	66.4
City of South El Monte	NE corner of Rosemead and Rush	Commercial	64.9	64.9
	SE corner of Chico and Garvey	Commercial	64.0	64.1
	SE corner of Rosemead and Garvey	Commercial	66.5	66.7

**Table 4.9-9
Year 2035 Roadway Noise Levels**

Location	Receptors	Land Use	No Project (dBA CNEL)	Plus Project Buildout (dBA CNEL)
City of El Monte	SE of Rosemead Boulevard at I-10	Commercial	68.9	69.1
	NE corner of Aerojet and Telstar	Commercial	66.6	67.9
	NE corner of Peck and Garvey	Commercial	66.9	67.0
	NE corner of Peck and Ramona	Commercial	65.7	65.7
	NE corner of Roseglen and Lower Azusa	Commercial	61.2	61.1
	NE corner of Santa Anita and Valley	Commercial	67.5	67.7
	NE corner of Tyler and Valley	Multi-Family Residential	65.1	65.2
	NW Corner of Aerojet and Telstar	Commercial	68.8	70.0
	NW corner of Merced and Garvey	Commercial	62.4	62.5
	NW corner of Peck and Lower Azusa	Commercial	63.6	63.6
	NW corner of Rio Hondo and Telstar	Commercial	65.8	68.2
	NW corner of Tyler and Garvey	Commercial	65.5	65.6
	NW corner of Tyler and Ramona	Commercial	64.3	64.4
	NW corner of Valley and Garvey	Commercial	65.8	65.8
	NW of Santa Anita at I-10	Commercial	71.7	71.8
	SE corner of Aerojet and Flair	Commercial	71.0	71.2
	SE corner of Baldwin and Valley	Commercial	66.1	66.3
	South of Santa Anita at Tyler	Commercial	65.1	65.2
	SW corner of Baldwin and Lower Azusa	Commercial	65.7	65.6
	SW corner of Durfee and Ramona	Commercial	62.7	62.8
	SW corner of Fletcher and Flair	Commercial	73.3	73.5
	SW corner of Gilman and Ramona	Commercial	63.5	63.6
	SW corner of Merced and Garvey	Commercial	62.3	62.4
	SW corner of Peck and Garvey	Commercial	66.8	66.8
	SW corner of Rio Hondo and Flair	Commercial	70.3	70.8
	SW corner of Santa Anita and Garvey	Commercial	65.5	65.5
	SW corner of Santa Anita and Lower Azusa	Commercial	64.9	65.0
	SW corner of Telstar and Flair	Commercial	73.1	73.4
SW corner of Temple City and Lower Azusa	Commercial	64.2	64.1	
SW of Peck at I-10	Commercial	70.8	70.9	
SW of Santa Anita at I-10	Single Family Residential	69.6	69.7	
City of Rosemead	NE corner of Rosemead and Lower Azusa	Commercial	66.8	66.9
	NE corner of Walnut Grove and Garvey	Commercial	64.3	64.4
	NE corner of Walnut Grove and Valley	Commercial	64.7	64.7
	NW corner of Glendon and Rosemead	Commercial	70.0	70.2
	SE corner of Temple City at Loftus	Single Family Residential	68.2	68.5
	SE corner of Temple City at Valley	Commercial	65.6	65.6
	SW corner of Rosemead and Valley	Commercial	68.9	68.5
City of Temple City	NW corner of Baldwin and Olive	Commercial	60.2	61.0
	SW corner of Rosemead and Las Tunas Dr	Commercial	64.9	65.0
City of San Gabriel	NE of San Gabriel at I-10	Single Family Residential	69.0	69.1
	NW corner of San Gabriel and Valley	Commercial	66.6	66.7
City of South El Monte	NE corner of Rosemead and Rush	Commercial	65.2	65.4
	SE corner of Chico and Garvey	Commercial	64.3	64.4
	SE corner of Rosemead and Garvey	Commercial	66.8	66.9

INCREASE IN AMBIENT NOISE LEVELS

A substantial increase in ambient noise is an increase that is *barely perceptible* (3 dBA). Operationally, the proposed project will result in periodic landscaping and other occasional noise generating activities. These activities are common in residential and commercial uses and do not represent a substantial increase in periodic noise in consideration that the project site is located in a commercialized area.

Traffic noise levels will not increase 3 dBA or more as a result of the proposed project under the Year 2016 Plus Project Phase I, Year 2019 Plus Project Buildout, and Year 2035 Plus Project Buildout as shown in Table 4.9-10 (Year 2016 Change in Noise Levels), Table 4.9-11 (Year 2019 Change in Noise Levels), and Table 12 (Year 2035 Change in Noise Levels). Noise levels are expected to increase by a maximum of 2.7 dBA CNEL under Year 2019 Plus Project Buildout, as a result of the project, at the commercial use located at the southwest corner of Rio Hondo Avenue and Flair Drive, west of the project site. As discussed previously, increase in traffic-generated noise will only be perceptible to the community if traffic levels double on any roadway. The proposed project will not double traffic on any of the surrounding roadways; therefore, the project-related noise increases on area roadways will not be perceptible and impacts will be less than significant.

Table 10
Year 2016 Change in Noise Levels

Location	Receptors	No Project (dBA CNEL)	Plus Project Phase I (dBA CNEL)	Change in Noise Level	Significant?
City of El Monte	SE of Rosemead Boulevard at I-10	68.4	68.7	0.3	No
	NE corner of Aerojet and Telstar	66.1	67.5	1.4	No
	NE corner of Peck and Garvey	66.4	66.4	0.0	No
	NE corner of Peck and Ramona	65.3	65.3	0.0	No
	NE corner of Roseglen and Lower Azusa	60.7	60.7	0.0	No
	NE corner of Santa Anita and Valley	67.2	67.3	0.1	No
	NE corner of Tyler and Valley	64.7	64.8	0.1	No
	NW Corner of Aerojet and Telstar	68.4	69.6	1.2	No
	NW corner of Merced and Garvey	61.4	61.6	0.2	No
	NW corner of Peck and Lower Azusa	63.2	63.2	0.0	No
	NW corner of Rio Hondo and Telstar	65.2	67.5	2.3	No
	NW corner of Tyler and Garvey	65.1	65.1	0.0	No
	NW corner of Tyler and Ramona	64.0	64.0	0.0	No
	NW corner of Valley and Garvey	65.3	65.3	0.0	No
	NW of Santa Anita at I-10	71.2	71.2	0.0	No
	SE corner of Aerojet and Flair	70.5	70.6	0.1	No
	SE corner of Baldwin and Valley	65.8	65.9	0.1	No
	South of Santa Anita at Tyler	64.7	64.7	0.0	No
	SW corner of Baldwin and Lower Azusa	65.2	65.1	-0.1	No
	SW corner of Durfee and Ramona	62.3	62.4	0.1	No
	SW corner of Fletcher and Flair	72.7	73.0	0.3	No
	SW corner of Gilman and Ramona	63.1	63.2	0.1	No
	SW corner of Merced and Garvey	61.6	61.8	0.2	No
	SW corner of Peck and Garvey	66.3	66.4	0.1	No
	SW corner of Rio Hondo and Flair	69.7	70.3	0.6	No
	SW corner of Santa Anita and Garvey	65.1	65.1	0.0	No
	SW corner of Santa Anita and Lower Azusa	64.5	64.6	0.1	No
	SW corner of Telstar and Flair	72.5	72.8	0.3	No
	SW corner of Temple City and Lower Azusa	63.7	63.8	0.1	No
	SW of Peck at I-10	70.2	70.3	0.1	No
SW of Santa Anita at I-10	69.0	69.1	0.1	No	
City of Rosemead	NE corner of Rosemead and Lower Azusa	66.4	66.5	0.1	No
	NE corner of Walnut Grove and Garvey	63.5	63.9	0.4	No
	NE corner of Walnut Grove and Valley	64.3	64.4	0.1	No
	NW corner of Glendon and Rosemead	69.6	69.8	0.2	No
	SE corner of Temple City at Loftus	67.9	68.1	0.2	No
	SE corner of Temple City at Valley	65.2	65.4	0.2	No
	SW corner of Rosemead and Valley	67.7	68.1	0.4	No
City of Temple City	NW corner of Baldwin and Olive	59.8	59.8	0.0	No
	SW corner of Rosemead and Las Tunas Dr	64.6	64.6	0.0	No
City of San Gabriel	NE of San Gabriel at I-10	68.5	68.5	0.0	No
	NW corner of San Gabriel and Valley	66.3	66.3	0.0	No
City of South El Monte	NE corner of Rosemead and Rush	64.8	64.8	0.0	No
	SE corner of Chico and Garvey	61.9	62.6	0.7	No
	SE corner of Rosemead and Garvey	65.6	65.9	0.3	No

Table 11
Year 2019 Change in Noise Levels

Location	Receptors	No Project (dBA CNEL)	Plus Project Phase I (dBA CNEL)	Change in Noise Level	Significant?
City of El Monte	SE of Rosemead Boulevard at I-10	68.5	68.7	0.2	No
	NE corner of Aerojet and Telstar	65.8	67.7	1.9	No
	NE corner of Peck and Garvey	66.6	66.7	0.1	No
	NE corner of Peck and Ramona	65.4	65.4	0.0	No
	NE corner of Roseglen and Lower Azusa	60.8	60.8	0.0	No
	NE corner of Santa Anita and Valley	67.3	67.4	0.1	No
	NE corner of Tyler and Valley	64.8	64.9	0.1	No
	NW Corner of Aerojet and Telstar	67.9	69.8	-0.1	No
	NW corner of Merced and Garvey	62.1	62.1	0.0	No
	NW corner of Peck and Lower Azusa	63.3	63.4	0.1	No
	NW corner of Rio Hondo and Telstar	65.1	67.8	2.7	No
	NW corner of Tyler and Garvey	65.2	65.3	0.1	No
	NW corner of Tyler and Ramona	64.0	64.0	0.0	No
	NW corner of Valley and Garvey	65.5	65.5	0.0	No
	NW of Santa Anita at I-10	71.3	71.4	0.1	No
	SE corner of Aerojet and Flair	70.5	70.8	0.3	No
	SE corner of Baldwin and Valley	65.8	66.0	0.2	No
	South of Santa Anita at Tyler	64.9	64.9	0.0	No
	SW corner of Baldwin and Lower Azusa	65.2	65.3	0.1	No
	SW corner of Durfee and Ramona	62.4	62.5	0.1	No
	SW corner of Fletcher and Flair	72.8	73.1	0.3	No
	SW corner of Gilman and Ramona	63.2	63.3	0.1	No
	SW corner of Merced and Garvey	62.0	62.1	0.1	No
	SW corner of Peck and Garvey	66.5	66.5	0.0	No
	SW corner of Rio Hondo and Flair	69.8	70.5	0.7	No
	SW corner of Santa Anita and Garvey	65.2	65.2	0.0	No
	SW corner of Santa Anita and Lower Azusa	64.6	64.7	0.1	No
	SW corner of Telstar and Flair	72.6	72.9	0.3	No
	SW corner of Temple City and Lower Azusa	63.8	63.9	0.1	No
	SW of Peck at I-10	70.3	70.4	0.1	No
SW of Santa Anita at I-10	69.1	69.2	0.1	No	
City of Rosemead	NE corner of Rosemead and Lower Azusa	68.5	68.7	0.2	No
	NE corner of Walnut Grove and Garvey	65.8	67.7	1.9	No
	NE corner of Walnut Grove and Valley	66.6	66.7	0.1	No
	NW corner of Glendon and Rosemead	65.4	65.4	0.0	No
	SE corner of Temple City at Loftus	60.8	60.8	0.0	No
	SE corner of Temple City at Valley	67.3	67.4	0.1	No
	SW corner of Rosemead and Valley	64.8	64.9	0.1	No
City of Temple City	NW corner of Baldwin and Olive	59.9	59.9	0.0	No
	SW corner of Rosemead and Las Tunas Dr	64.7	64.7	0.0	No
City of San Gabriel	NE of San Gabriel at I-10	68.6	68.6	0.0	No
	NW corner of San Gabriel and Valley	66.4	66.4	0.0	No
City of South El Monte	NE corner of Rosemead and Rush	64.9	64.9	0.0	No
	SE corner of Chico and Garvey	64.0	64.1	0.1	No
	SE corner of Rosemead and Garvey	66.5	66.7	0.2	No

Table 12
Year 2035 Change in Noise Levels

Location	Receptors	No Project (dBA CNEL)	Plus Project Phase I (dBA CNEL)	Change in Noise Level	Significant?
City of El Monte	SE of Rosemead Boulevard at I-10	68.9	69.1	0.2	No
	NE corner of Aerojet and Telstar	66.6	67.9	1.3	No
	NE corner of Peck and Garvey	66.9	67.0	0.1	No
	NE corner of Peck and Ramona	65.7	65.7	0.0	No
	NE corner of Roseglen and Lower Azusa	61.2	61.1	-0.1	No
	NE corner of Santa Anita and Valley	67.5	67.7	0.2	No
	NE corner of Tyler and Valley	65.1	65.2	0.1	No
	NW Corner of Aerojet and Telstar	68.8	70.0	1.2	No
	NW corner of Merced and Garvey	62.4	62.5	0.1	No
	NW corner of Peck and Lower Azusa	63.6	63.6	0.0	No
	NW corner of Rio Hondo and Telstar	65.8	68.2	2.4	No
	NW corner of Tyler and Garvey	65.5	65.6	0.1	No
	NW corner of Tyler and Ramona	64.3	64.4	0.1	No
	NW corner of Valley and Garvey	65.8	65.8	0.0	No
	NW of Santa Anita at I-10	71.7	71.8	0.1	No
	SE corner of Aerojet and Flair	71.0	71.2	0.2	No
	SE corner of Baldwin and Valley	66.1	66.3	0.2	No
	South of Santa Anita at Tyler	65.1	65.2	0.1	No
	SW corner of Baldwin and Lower Azusa	65.7	65.6	-0.1	No
	SW corner of Durfee and Ramona	62.7	62.8	0.1	No
	SW corner of Fletcher and Flair	73.3	73.5	0.2	No
	SW corner of Gilman and Ramona	63.5	63.6	0.1	No
	SW corner of Merced and Garvey	62.3	62.4	0.1	No
	SW corner of Peck and Garvey	66.8	66.8	0.0	No
	SW corner of Rio Hondo and Flair	70.3	70.8	0.5	No
	SW corner of Santa Anita and Garvey	65.5	65.5	0.0	No
	SW corner of Santa Anita and Lower Azusa	64.9	65.0	0.1	No
	SW corner of Telstar and Flair	73.1	73.4	0.3	No
	SW corner of Temple City and Lower Azusa	64.2	64.1	-0.1	No
	SW of Peck at I-10	70.8	70.9	0.1	No
SW of Santa Anita at I-10	69.6	69.7	0.1	No	
City of Rosemead	NE corner of Rosemead and Lower Azusa	66.8	66.9	0.1	No
	NE corner of Walnut Grove and Garvey	64.3	64.4	0.1	No
	NE corner of Walnut Grove and Valley	64.7	64.7	0.0	No
	NW corner of Glendon and Rosemead	70.0	70.2	0.2	No
	SE corner of Temple City at Loftus	68.2	68.5	0.3	No
	SE corner of Temple City at Valley	65.6	65.6	0.0	No
	SW corner of Rosemead and Valley	68.9	68.5	-0.4	No
City of Temple City	NW corner of Baldwin and Olive	60.2	61.0	0.8	No
	SW corner of Rosemead and Las Tunas Dr	64.9	65.0	0.1	No
City of San Gabriel	NE of San Gabriel at I-10	69.0	69.1	0.1	No
	NW corner of San Gabriel and Valley	66.6	66.7	0.1	No
City of South El Monte	NE corner of Rosemead and Rush	65.2	65.4	0.2	No
	SE corner of Chico and Garvey	64.3	64.4	0.1	No
	SE corner of Rosemead and Garvey	66.8	66.9	0.1	No

Impact 4.9.B The proposed project would not result in the exposure persons to or generation of excessive groundborne vibration. Impacts will be less than significant.

Construction activities that use vibratory rollers and small bulldozers are repetitive sources of vibration; therefore, the *continuous* threshold is used. The commercial use to the west was constructed in 1972, the commercial use to the east was constructed in 1969, and the commercial use to the south was constructed in 1974.⁷ The *modern industrial and commercial structures* threshold is used. Based on the threshold criteria summarized in Tables 4.9-4 and 4.9-5, vibration from use of heavy construction equipment for the proposed project will be below the thresholds to cause damage to nearby structures and result in *barely perceptible* vibration at all but one of the receptors shown in Table 4.9-13 (Distance to Vibration Receptors) and Table 4.9-14 (Construction Vibration Impacts).

Construction of the project does not require rock blasting or pile driving, but will use vibratory rollers, large bulldozers, loaded trucks, and jackhammers. All receptors will experience *barely perceptible* vibration from construction of the proposed project except for the commercial use in the west during Rio Hondo Avenue paving. Furthermore, these construction activities will be limited to the hours of 6:00 AM to 7:00 PM Mondays through Fridays and 8:00 AM to 7:00 PM on Saturdays and Sundays. Limiting construction activities to daytime hours will reduce the vibration impacts to adjacent residences because, generally, residents will be working during the day so residences to the south will be vacant when construction activities are occurring. With regard to long-term operational impacts, activities associated with the project will not result in any vibration-related impacts to adjacent or on-site properties.

**Table 4.9-13
Distance to Vibration Receptors**

Location	Distance from Receptor #1 – Commercial West (ft)	Distance from Receptor #2 – Commercial South (ft)	Distance from Receptor #3 – Commercial East (ft)
Mid Site	674	517	638
Hotel Building	799	767	540
Retail Building	566	650	754
Residential Building	852	309	644
Flair Drive	568	1031	831
Rio Hondo Avenue	190	1034	1105
<i>Note: Distance measured from center of each building to center of each receptor</i>			

**Table 4.9-14
Construction Vibration Impacts**

Receptors	Equipment	PPVref	Distance	PPV
Flair Drive – Commercial West	Vibratory Roller	0.21	568	0.0036
Flair Drive – Commercial South	Vibratory Roller	0.21	1031	0.0017
Flair Drive – Commercial East	Vibratory Roller	0.21	831	0.0022
Rio Hondo Avenue – Commercial West	Vibratory Roller	0.21	190	0.0150
Rio Hondo Avenue – Commercial South	Vibratory Roller	0.21	1034	0.0017
Rio Hondo Avenue – Commercial East	Vibratory Roller	0.21	1105	0.0015
Mid Site – Commercial West	Large Bulldozer	0.089	674	0.0012
Mid Site – Commercial South	Large Bulldozer	0.089	517	0.0017
Mid Site – Commercial East	Large Bulldozer	0.089	638	0.0013
Hotel Building – Commercial West	Large Bulldozer	0.089	799	0.0010
Hotel Building – Commercial South	Large Bulldozer	0.089	767	0.0010
Hotel Building – Commercial East	Large Bulldozer	0.089	540	0.0016
Retail Building – Commercial West	Large Bulldozer	0.089	566	0.0015
Retail Building – Commercial South	Large Bulldozer	0.089	650	0.0013
Retail Building – Commercial East	Large Bulldozer	0.089	754	0.0011
Residential Building – Commercial West	Large Bulldozer	0.089	852	0.0009
Residential Building – Commercial South	Large Bulldozer	0.089	309	0.0034
Residential Building – Commercial East	Large Bulldozer	0.089	644	0.0013
Mid Site – Commercial West	Loaded Truck	0.076	674	0.0010
Mid Site – Commercial South	Loaded Truck	0.076	517	0.0015
Mid Site – Commercial East	Loaded Truck	0.076	638	0.0011
Hotel Building – Commercial West	Loaded Truck	0.076	799	0.0008
Hotel Building – Commercial South	Loaded Truck	0.076	767	0.0009
Hotel Building – Commercial East	Loaded Truck	0.076	540	0.0014
Retail Building – Commercial West	Loaded Truck	0.076	566	0.0013
Retail Building – Commercial South	Loaded Truck	0.076	650	0.0011
Retail Building – Commercial East	Loaded Truck	0.076	754	0.0009
Residential Building – Commercial West	Loaded Truck	0.076	852	0.0008
Residential Building – Commercial South	Loaded Truck	0.076	309	0.0029
Residential Building – Commercial East	Loaded Truck	0.076	644	0.0011
Flair Drive – Commercial West	Loaded Truck	0.076	568	0.0013
Flair Drive – Commercial South	Loaded Truck	0.076	1031	0.0006
Flair Drive – Commercial East	Loaded Truck	0.076	831	0.0008
Rio Hondo Avenue – Commercial West	Loaded Truck	0.076	190	0.0054
Rio Hondo Avenue – Commercial South	Loaded Truck	0.076	1034	0.0006
Rio Hondo Avenue – Commercial East	Loaded Truck	0.076	1105	0.0006
Flair Drive – Commercial West	Jackhammer	0.035	568	0.0006
Flair Drive – Commercial South	Jackhammer	0.035	1031	0.0003
Flair Drive – Commercial East	Jackhammer	0.035	831	0.0004
Rio Hondo Avenue – Commercial West	Jackhammer	0.035	190	0.0025
Rio Hondo Avenue – Commercial South	Jackhammer	0.035	1034	0.0003
Rio Hondo Avenue – Commercial East	Jackhammer	0.035	1105	0.0003

Impact 4.9.D The proposed project would not result in substantial temporary or periodic increase in ambient noise levels with mitigation incorporation.

Construction noise levels were estimated using the FHWA Roadway Construction Noise Model (RCNM). Temporary noise increases will be greatest during the construction of the retail building, residential parking, and paving of Flair Drive and Rio Hondo Avenue. The model indicates that cranes, forklifts, tractors, rollers, and pavement equipment could expose the commercial use located approximately 190 feet to the west of the project site to a combined noise level of 77.3 dBA L_{max} .

Pursuant to Section 8.36.050(C) of the El Monte Municipal Code, noise sources created by construction is prohibited except between the hours of 6:00 AM and 7:00 PM Monday through Friday or between the hours of 8:00 AM and 7:00 PM on Saturday and Sunday. Mitigation Measure 4.9.D-1 limits construction activity to the hours of 6:00 AM and 7:00 PM on Monday through Friday and 8:00 AM to 7:00 PM on Saturday and Sunday. Limiting construction activities to the hours to daytime hours will reduce noise impacts to nearby uses by limiting construction activities to regular working hours, particularly to the residences to the south that are more sensitive to noise disturbances during evening and nighttime hours. While this will reduce impacts at nearby residences, residents who remain home during the day and employees and patrons at nearby commercial uses will be exposed to temporary construction noise. Because noise levels during the construction phases are anticipated to exceed the City's standard of 65 dBA at the adjacent commercial property line, mitigation measures will be necessary to reduce the impacts. In order to ensure that construction noise is minimized at nearby receptors, Mitigation Measures 4.9.D-2 will be incorporated to minimize noise associated with general construction activities. Mitigation Measure 4.9.D-2 requires preparation of a construction noise reduction plan to reduce temporary noise impacts by minimum of 20 dBA which is a feasible performance standard based on available technology. Engineered controls include retrofitting equipment with improved exhaust and intake muffling, disengaging equipment fans, and installation of sound panels around equipment engines. These types of controls can achieve noise level reductions of approximately 10 dBA.^{8 9} Sound curtains and other noise barriers can be used for general construction noise and achieve reductions of up to 20 dBA.¹⁰ Implementation of Mitigation Measure 4.9.D-2 will reduce temporary noise impacts by a minimum of 20 dBA, resulting in a maximum construction noise level of 57.3 dBA at the commercial use to the west of the project site. Therefore, with implementation of Mitigation Measures 4.9.D-1 and 4.9.D-2, construction noise will feasibly be reduced to unsubstantial levels. Impacts will be less than significant with mitigation incorporation.

Mitigation Measures

- 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.
- 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.

Level of Significance with Mitigation Incorporated

Impact 4.9.D will be less than significant with mitigation incorporated.

References

- 1 California Department of Transportation. Basics of Highway Noise: Technical Noise Supplement. November 2009.
- 2 California Governor's Office of Planning and Research. General Plan Guidelines. 2003
- 3 California Department of Transportation. Transportation- and Construction-Induced Vibration Guidance Manual. June 2004
- 4 Federal Transit Administration. *Transit Noise and Vibration Impact Assessment*. 2006
- 5 California Department of Transportation. *Transportation and Construction Vibration Guidance Manual. Division of Environmental Analysis*. September 2013
- 6 Linscott, Law, and Greenspan Engineers. *Traffic Impact Study: Flair Spectrum Specific Plan*. October 6, 2014
- 7 County of Los Angeles. Property Assessment Information System. <http://assessor.lacounty.gov/extranet/DataMaps/Pais.aspx> [October 2014]
- 8 United States Bureau of Mines. Mining Machinery Noise Control Guidelines. 1983
- 9 United States Bureau of Mines. Noise Abatement Techniques for Construction Equipment. August 1979
- 10 Sound Seal. Sound Seal Sound Curtains Exterior Grade Noise Control. <http://www.soundcurtains.com/exterior-grade-noise-control.pdf> [October 2014]

POPULATION AND HOUSING 4.10

This section discusses potential impacts related to substantial direct and indirect population growth in an area. As identified in the Initial Study, impacts related to displacement of existing housing and people were found to have no impact and are not discussed herein. No comments on population and housing were submitted during the circulation of the Notice of Preparation (NOP).

Existing Conditions

POPULATION

The 2010 U.S. Census reported the population of El Monte at 113,475.¹ According to the Department of Finance (DOF) estimates, the City of El Monte has an estimated population of 115,064 as of January 1, 2014.² SCAG's 2012-2035 Regional Transportation Plan (RTP) forecasts El Monte's population to increase to 124,300 and 140,100 in 2020 and 2035, respectively.³

HOUSING

According to the California Department of Finance, the City of El Monte has an estimated 29,069 housing units as of January 1, 2014.⁴ The project site is currently vacant and does not include any housing units. The proposed project would result in the development of 600 residential units.

EMPLOYMENT

According to SCAG's RTP/SCS, El Monte had an estimated employment base of 36,300 jobs in 2008. The 2012-2035 RTP forecasts El Monte's employment base to increase to 37,100 and 38,400 in 2020 and 2035, respectively.⁵ The project site is currently vacant and does not include any uses that generate employment.

Thresholds of Significance

Applicable impact significance thresholds concerning population and housing 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. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

Environmental Impacts

Impact 4.10.A Impacts related to inducing population will be less than significant.

The proposed mixed-use project includes 600 residential units, which will result in direct residential growth. Utilizing U.S. Census data for El Monte, the average number of persons per bedroom has been calculated to estimate total population based on the bedrooms per unit. Table 4.10-1 (Average Number of Persons per Bedroom, City of El Monte) summarizes the number of total bedrooms in El Monte based on U.S. Census data.

**Table 4.10-1
Average Number of Persons per Bedroom, City of El Monte**

Number of Bedrooms	Number of Units	Calculation	Number of Total Bedrooms
No Bedroom (Studio)	852	0 x 852	0
1 Bedroom	5,379	1 x 5,379	5,379
2 Bedrooms	10,739	2 x 10,739	21,478
3 Bedrooms	9,197	3 x 9,197	27,591
4 Bedrooms	3,139	4 x 3,139	12,556
5 or more Bedrooms	562	5 x 562	2,819
Total	29,868	N/A	69,823

*Source: U.S. Census Bureau, 2012 American Community Survey
Calculations: MIG | Hogle-Ireland, 2014*

An average of 1.74 persons per bedroom has been calculated utilizing the following formula:

$$\text{Average \# of Bedrooms per Unit} = \text{Sum of the \# of Bedrooms} / \text{Sum of the \# of Total Units}$$

$$\text{Average \# of Persons per Bedroom} = \text{Average Household Size} / \text{Average \# of Bedrooms per Unit}$$

Table 4.10-2 (Estimated Persons per Unit and Estimated Total Population) lists the number of one-bedroom, two-bedroom, and three-bedroom units proposed and the estimated persons generated. Based on an average 1.74 persons per bedroom, the proposed project is anticipated to generate a population of approximately 1,765 residents. Note that there are currently no residents in Flair Park as there is no residential development in the area.

**Table 4.10-2
Estimated Persons per Unit and Estimated Total Population**

Number of Bedrooms Proposed	Proposed Number of Units	Average Number of Persons per Unit	Estimated Persons per Unit
1 Bedroom	198	1.74	345
2 Bedroom	390	3.48	1,357
3 Bedroom	12	5.22	63
Total	600	--	1,765

*Source: U.S. Census Bureau, 2012 American Community Survey
Calculations: MIG | Hogle-Ireland, 2014*

The SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) projects an estimated population of 140,100 by 2035. Based on the current and projected numbers, the anticipated 1,765 new residents (approximately 1.26 percent of the long-term population) resulting from the proposed project is within the anticipated growth for El Monte. In addition, no new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure. Impacts related to population growth will be less than significant.

The proposed mixed-use project also includes up to 640,000 gross square feet of retail use, 50,000 square feet of restaurant space, and a 250-room hotel. According to the Employment Density Study prepared for SCAG by the Natelson Company, Inc., the proposed retail use will generate approximately 1,509 new employees and the proposed restaurant use will generate approximately 118 new employees (see Table 4.10-3, Employment Calculations).⁶ Based on anticipated employee counts provided by the project proponent, the hotel use will generate approximately 172 employees. As a result, the commercial, restaurant, and hotel uses will generate a total of approximately 1,799 new employees (approximately 4.68 percent of future job projections in the City). The SCAG RTP/SCS indicated that the City had 36,300 jobs in 2008 and is projected to increase to 38,400 by 2035. This increase is within the growth assumptions estimated by SCAG and thus will not be substantially growth inducing. No new expanded infrastructure is proposed that

could accommodate additional growth in the area that is not already possible with existing infrastructure. Impacts will be less than significant.

Table 4.10-3
Employment Calculations

Land Use	Quantity	Unit	Employment Factor	Employee
Hotel	250	Rooms	0.69	172
Retail	640,000	Square Feet	424	1,509
Restaurant	50,000	Square Feet	424	118
			Total	1,799
Hotel Source: Azul Hospitality Group 2014				
Other Sources: Southern California Association of Governments 2001				

Mitigation Measures

None required.

Level of Significance with Mitigation incorporated

Impact 4.10.A will be less than significant without need for mitigation.

References

- 1 United States Census Bureau. Community Facts. El Monte city, California. http://factfinder2.census.gov/faces/nav/jsf/pages/community_facts.xhtml [July 2014]
- 2 California Department of Finance. Reports and Research Papers. E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011-2014 with 2010 Benchmark. <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php> [July 2014]
- 3 Southern California Association of Government, *2012-2035 Regional Transportation Plan: Sustainable Communities Strategy*, April 2012.
- 4 California Department of Finance. Reports and Research Papers. E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011-2014 with 2010 Benchmark. <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php> [July 2014]
- 5 Southern California Association of Government, *2012-2035 Regional Transportation Plan: Sustainable Communities Strategy*, April 2012.
- 6 The Natelson Company, Inc. Employment Density Study Summary Report. Prepared for SCAG. Table II-B. October 31, 2001.

This section analyzes potential impacts associated with the provision of new or expanded public facilities in response to the proposed project. Public services examined are fire protection, police protection, schools, parks, hospitals, and libraries. Public safety concerns were identified through written correspondence and during the public scoping meeting held on July 30, 2014. Police protection will be addressed herein.

Existing Conditions

FIRE PROTECTION

The Los Angeles County Fire Department (LACFD) East Operations Bureau Division IX provides fire protection and emergency medical response services in the City of El Monte. The project site is located approximately two miles west of Station 166 located at 3615 Santa Anita Avenue. According to the LACFD, Station 166 is equipped with one quint (combination fire engine and ladder truck), one battalion, and one utility truck and is staffed with four firefighters daily.¹

The City of El Monte provides technical fire prevention activities by checking building construction plans to make sure all proposed buildings meet appropriate safety codes prior to construction and development permit approvals. Fire inspectors perform plan review on all proposed fire sprinkler systems, fire alarm systems, and restaurant hood extinguishing system installation. The LACFD will review site plans for the proposed project as part of the City’s standard review process.

POLICE PROTECTION

The El Monte Police Department (EMPD) provides police protection services in the City of El Monte. As of 2013, EMPD had 125 sworn officers and 46 civilian personnel.² EMPD staff is supplemented by volunteers who are enlisted through the Volunteers Caring and Patrolling Program. The EMPD Main Police Station is located at 11333 Valley Boulevard, approximately 2.3 miles east of the project site, at the El Monte City Hall. The EMPD has an estimated average response time of four minutes and 40 seconds to Priority 1 calls to any part of the City.

SCHOOL SERVICES

As a mixed-use development with a residential component, this project will generate direct demand for school facilities. There is a potential for households with school-age children to relocate to the El Monte area as a result of the proposed residential use. As the project site is currently vacant and within the Flair Park business district, El Monte City School District for elementary and middle school students and El Monte Union High School District will serve the site.

The nearest elementary school (kindergarten through sixth grade) in the El Monte City School District that will serve the project site is Cortada Elementary School located at 3111 Potrero Avenue, 0.53 miles south of the project site. The nearest middle school (seventh and eighth grade students) is Potrero Intermediate School, located at 2611 Potrero Avenue, 2.2 miles south of the project site. The nearest high school in the El Monte Union High School District that will serve the project site is El Monte High School located at 3048 Tyler Avenue. The high school is 1.77 miles southeast of the project site. Table 4.11.1 lists the three schools and current enrollment numbers.

Table 4.11-1
Current Enrollment

School	2013-2014 Enrollment
Cortada Elementary School (K-6) ¹	523
Potrero Intermediate School	965
El Monte High School ²	1,892
¹ Personal correspondence with Lilia Prado, Data Specialist, El Monte City School District. June 18, 2014	
² Personal correspondence with Alma Raygoza, Administrative Secretary in Educational Services, El Monte Union High School District. August 18, 2014	

PARKS

According to the City of El Monte General Plan, the City has a total of 51 acres of parkland. Listed below are public City parks within approximately one mile of the project site:

- Lashbrook Park – approximately 0.42 acres south of the project site
- Fletcher Park – approximately 0.83 miles east of the project site
- Baldwin Mini Park – approximately 0.9 miles northeast of the project site
- Pioneer park – approximately 1.01 miles east of the project site

In addition to parks within the City, there are a number of parks in the vicinity of the project site in other jurisdictions. Community Center Park in the City of Rosemead is located 1.3 miles north of the project site. Zapopan Park in the City of Rosemead is located 2.1 miles west of the project site. The regional park Whittier Narrows is located approximately four miles south of the project site.

HOSPITALS

The proposed project is within close proximity to the Greater El Monte Community Hospital, located at 1701 Santa Anita Avenue in South El Monte. The hospital is 2.7 miles southeast of the proposed project site. Greater El Monte Community Hospital provides general medical and surgical care for inpatient, outpatient, and emergency room patients. Emergency room services are available on a 24-hour per day, seven-days per week basis. The Kaiser Permanente Medical Center in Baldwin Park is located approximately five miles east of the project site. Queen of the Valley Hospital in West Covina is located approximately nine miles east of the project site.

LIBRARIES

The proposed project is served by two county-run public libraries; the El Monte Public Library and Norwood Library. The El Monte Public Library, located at 3224 Tyler Avenue, is 2.6 miles southeast of the project site. The 11,906-square foot library includes a meeting room, children's area with family space, teen space, publicly accessible computers, photocopier, and a 24 hour book drop for returning items. Library collection includes Non-English language collections (Chinese, Spanish, and Vietnamese), large print collections, children's special collections, and online collections that are available 24 hours a day. Norwood Library, located at 4550 North Peck Road, is 3.9 miles northeast of the project site. The 10,303-square foot library includes a meeting room, children's area, teen space, publicly accessible computers, photocopier, and a 24 hour book drop for returning items. Library collection includes Non-English language collections (Chinese, Spanish, and Vietnamese), large print collections, and online collections that are available 24 hours a day. Rosemead Library is also located 1.3 miles north of the project site and the South El Monte library is located 3.3 miles south of the project site.

Planning and Regulatory Setting

INSURANCE SERVICES OFFICE

The Insurance Services Office (ISO) provides rating and statistical information for the insurance industry in the United States. The ISO evaluates a community's fire protection needs and services and assigns each community a Public Protection Classification (PPC) rating. Insurance rates are based upon the community's rating. For planning purposes, the ISO recommends that developed portions of a community should have a first-due engine company within 1.5 miles and a ladder-service company within 2.5 miles. The ISO also issues ratings that affect fire insurance rates for those residing or operating businesses in a particular area. The ratings range from Class 1 to 10 with a Class 1 rating signifying superior fire services and resources. The city currently is rated at Class 3.

NATIONAL FIRE PROTECTION ASSOCIATION

The National Fire Protection Association recommends that fire departments respond to fire calls within six minutes of receiving the request for assistance 90 percent of the time. These time recommendations are based on the demands

created by a structural fire. It is critical to attempt to arrive and intervene at a fire scene prior to the fire spreading beyond the room of origin. Total structural destruction typically starts within eight to ten minutes after ignition. Response time is generally defined as one minute to receive and dispatch the call, one minute to prepare to respond in the fire station or field and four minutes (or less) travel time.

LEROY F. GREEN SCHOOL FACILITIES ACT

California Government Code Section 65995 (The Leroy F. Green School Facilities Act of 1998) sets base limits and additional provisions for school districts to levy development impact fees and to help fund expanded facilities to house new pupils that may be generated by the development project. Sections 65996(a) and (b) state that such fees collected by school districts *provide full and complete school facilities mitigation* under CEQA. These fees may be adjusted by the District over time as conditions change.

EL MONTE GENERAL PLAN

The following goals and policies are adopted in the General Plan in support of public services.

- Goal PSF-1** **A safe City for residents, visitors, and businesses, working in partnership with schools, civic organizations, residents, and the business community.**
- Policy PSF-1.1 **Resources.** Supply the El Monte Police Department (EMPD) with adequate staff, state-of-the art equipment, new technology, and resources necessary to provide acceptable response times and support for police services.
- Policy PSF-1.7 **Emerald Necklace.** Improve the safety of Emerald Necklace for visitors and residents along the rivers through the coordination of police patrol activities with the Emerald Necklace Safety and Security Task Force.
- Policy PSF-1.8 **Funding.** Seek to raise additional funds for police services outside of general fund revenues through special assessments, fees, taxes, and other means to allow for permanent revenue sources.
- Goal PSF-2** **An excellent level of fire and emergency services with appropriate response times necessary to protect the health and safety of residents and minimize damage to structures and personal property.**
- Policy PSF-2.1 **Service Quality.** Establish and maintain response times for fires and emergency response services that are consistent with professional industry standards set forth by the National Fire Protection Association.
- Policy PSF-2.2 **Resources.** Provide adequate staff, fire stations, training facilities, up-to-date equipment and technology, and City infrastructure to support and achieve established industry standards set forth by the National Fire Protection Association.
- Policy PSF-2.5 **Program Expansion.** Develop and expand local chapters for each of the Los Angeles County Fire Department's established organizations within El Monte, including the Community Emergency Response Team.
- Policy PSF-2.6 **Program Evaluation.** Periodically monitor, evaluate, and modify the Citywide disaster management plan to remain prepared in the event of a large-scale natural disaster or emergency situation in El Monte.
- Policy PSF-2.7 **Funding.** Seek to raise funding for fire and police services, where necessary, outside of general fund revenues through special assessments, fees, and taxes, and other means to allow for permanent revenue sources.

- Goal PSF-5** A comprehensive array of quality social and human services, educational opportunities, and cultural services that enrich the lives of El Monte children, youth, adults, and seniors.
- Policy PSF-5.1** After-School Care. Support private, non-profit, and public community service organizations that coordinate or provide childcare, English translation, after-school programs, recreational activities, and other community services.
- Policy PSF-5.4** Education. Support the efforts of public and private schools to modernize facilities, provide quality educational materials, and ensure qualified instruction that will equip residents to make productive contributions to society.
- Policy PSF-5.5** Library Facilities. Work with the Los Angeles County Library system to upgrade and modernize local libraries to meet the changing needs of residents and the business community.
- Policy PSF-5.6** Joint-Use Facilities. Actively work with school districts to make schools available to the community, including opening ball fields, libraries, auditoriums, and other amenities when school is not in session for recreation and community events.

Thresholds of Significance

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

- A. Fire Protection
- B. Police Protection
- C. Schools
- D. Parks
- E. Other public facilities

Environmental Impacts

Impact 4.11.A Impacts related to the expansion of fire protection facilities to maintain applicable service standards will be less than significant with implementation of existing General Plan and Municipal Code policies and requirements.

The proposed project will be served by the Los Angeles County Fire Department (LACFD) East Operations Bureau Division IX. The proposed project consists of 640,000 square feet of retail use, 50,000 square feet of restaurants, 600 dwelling units, and a 250-room hotel. The proposed dwelling units will be constructed in two 19-story buildings above eight levels of parking (one level below-grade and seven levels above-grade). The proposed 250 hotel rooms will be constructed in an eleven-story building above two levels of underground parking. The retail building will include two levels of retail above one level of underground parking, and a rooftop terrace for restaurant use.

The proposed project will not require any new Fire Department facilities to be constructed in order to adequately accommodate for the height of the project, population increase, and maintain existing levels of service as indicated by Battalion Fire Chief Rick Luke.³ In addition, there are no immediate plans to upgrade existing facilities (such as purchasing new equipment), remodel an existing station, or hire additional staff as indicated by the Battalion Chief. Therefore, the proposed project will not result in the expansion of existing fire protection facilities or result in the need for new facilities to maintain acceptable service ratios, response times, or other performance objectives. Impacts will be less than significant.

Impact 4.11.B Impacts related to the expansion of police facilities to maintain applicable service standards will be less than significant with implementation of existing General Plan and Municipal Code policies and requirements.

Police protection will be provided by the El Monte Police Department (EMPD). The EMPD Main Police Station is located at 11333 Valley Boulevard, approximately 2.3 miles east of the project site, at the El Monte City Hall. The EMPD has an estimated average response time of four minutes and 40 seconds to Priority 1 calls to any part of the City. The EMPD is staffed with 116 officers. In 2013, the EMPD made a total of 3,489 physical arrests within the city.⁴ The EMPD notes that a parole office, a County Department of Children and Family Services (DCFS), a welfare/social services office, and a social security office are all located in Flair Property area. There would be a corresponding increase the potential for property crimes due to the increase in commercial intensity and residential density in the area.

The proposed project consists of 640,000 square feet of retail use, 50,000 square feet of restaurants, 600 dwelling units, and a 250-room hotel within the Flair Business Park. The addition of retail, restaurant, residential, and hotel uses will introduce residents, employees, and a variety of customers in a primarily office/industrial district where daily visitors consist of employees. The proposed luxury outlet center will feature leading and designer-brand items and quality restaurants. The proposed full-service hotel will include a conference facility with small and large banquet rooms. Proposed residential uses will include high-end finishes and provide extensive amenities. Security lighting will be provided throughout the project site. On-site security will also be provided through security guards and cameras.

The proposed project will also not require any new facilities to be constructed, new staff to be hired, or new equipment to be purchased in order to adequately accommodate for the height of the project, population increase, and to maintain existing levels of service.⁵ The EMPD notes that some realignment of staffing may be necessary to maintain minimum staffing for Beat 5 coverage. There are no immediate plans to upgrade existing facilities (such as purchasing new equipment), remodel a station, hire additional staff or construct new facilities. Therefore, the proposed project will not result in the expansion of existing police facilities or result in the need for new facilities to maintain acceptable service ratios, response times, or other performance objectives. Impacts will be less than significant.

Impact 4.11.C The proposed project will not require construction or expansion of a new school facility or expansion of an existing school facility. Impacts will be less than significant.

The proposed project will be served by El Monte City School District and El Monte Union High School District. Based on the State Office of Public School Construction generation rates, future residents of the proposed project will generate 420 new students as shown in Table 4.11-2 (Student Generation).

Table 4.11-2
Student Generation

Grade Level	Generation Rate Per Residential Unit	Students Generated
K-5	0.4	240
6-8	0.1	60
9-12	0.2	120

* Generation rates from the State Office of Public School Construction.
Source: The Planning Center. Draft City of El Monte General Plan and Zoning Code Update Environmental Impact Report SCH#2008071012. March 2011

The proposed project is located in the attendance area for Cortada Elementary School, located at 3111 Potrero Avenue, which has an enrollment number of 523 as of the 2013-2014 academic school year. Cortada Elementary School is 0.53 miles south of the project site. New students between kindergarten and sixth grade will be absorbed by Cortada Elementary School for an estimated enrollment of 763. According to the State Architect, elementary schools are generally planned for enrollment up to 600 students; therefore, Cortada Elementary school would need to be expanded to serve the project or school service boundaries would need to be adjusted to divert students to other elementary schools.⁶ According to the El Monte City School District District-Wide Facilities Master Plan, Cortada Elementary School was improved in 2000 and 2003 with new parking, modernized school buildings, and a new masonry wall.⁷ Current plans

anticipate an expenditure of approximately \$2 million dollars to install new air conditioning/heating units, reroof existing buildings, construct new teaching walls, enhance the kitchen, replace the irrigation system, and replace portable buildings. It should be noted that Potrero Intermediate School serves grades K-8; therefore, some students could attend that school and relieve overflow at Cortada Elementary School.

New seventh and eighth grade students will be absorbed by Potrero Intermediate School, located at 2611 Potrero Avenue, which is 2.2 miles south of the project site. Middle schools are generally planned to accommodate up to 1,200 students. With the addition of the 60 middle school students generated by the project, total enrollment would increase to 1,025 and is thus will be within the capacity of the school. According to the Facilities Master Plan, Potrero Intermediate School was modernized in 2002 with the addition of a new classroom/library/computer lab building in 2007 and additional portable classrooms. Approximately \$6 million dollars are earmarked to install new air conditioning/heating units, enhance the kitchen, and add six new classrooms.

The proposed project is located in the attendance area for El Monte High School, located at 3048 Tyler Avenue, which has an enrollment number of 1,893 as of the 2013-2014 academic school year. El Monte High School is 1.77 miles southeast of the project site. New students between ninth and twelfth grade will be absorbed by El Monte High School, increasing total enrollment to 2,013 students. Based on a planned capacity of 2,400, El Monte High School has sufficient capacity to accommodate project-generated high school students. According to the El Monte Union High School District Five Year Deferred Maintenance Program, a number of improvements will be made to the High School include asbestos removal, lighting replacement, electrical upgrades, floor covering replacement, air conditioning/heating upgrades, painting, paving, and window replacement.⁸

Pursuant to the Leroy F. Green School Facilities Act (AB 2926), the project proponent will be required to pay developer fees to the El Monte City School District and the El Monte Union High School District, prior to the issuance of building permits, at the then current rate charged to residential development projects. This fee will help support provision of school services for the community as a whole. According to AB 2926, payment of developer fees constitutes adequate mitigation for any project-related impacts to school facilities. Per El Monte City School District impact fees, the project requires \$3.36 per square foot of residential use and \$0.54 per square foot of commercial use.⁹ Per El Monte Union High School District impact fees, the project requires \$2.97 per square foot of residential use and \$0.47 per square foot of commercial use.¹⁰ Payment of school impact fees will help support provision of school services for the community as a whole. Pursuant to Government Code § 65995, payment of developer fees constitutes adequate mitigation for any project-related impacts to school facilities. Impacts to the school facilities will be less than significant with implementation of existing regulations.

Impact 4.11.D The proposed project will not require the construction or expansion of new park or recreation facilities. Impacts will be less than significant.

Demand for park and recreational facilities are generally the direct result of residential development, although as discussed in Section 4.11, Recreation, the proposed project would not create a substantial demand for additional off-site facilities. Pursuant to Municipal Code Section 16.34.030 (Parkland Dedication), the proposed project is required to dedicate land, pay fees in lieu thereof, or pay and dedicate a combination of both, for park and/or recreational purposes.

The need for additional neighborhood and regional parks and other recreational facilities will be offset by the private, on-site amenities provided to residents and hotel guests. The Specific Plan requires 75,000 square feet of private recreational amenities that may include a gym and fitness room, business center, lounge, a pool terrace, patios, and rooftop gardens will be provided for residents. This will result in 125 square feet per dwelling unit or 0.97 acres per 1,000 residents. Outdoor open space will total approximately 120,000 square feet over the outlet mall and will be directly accessible from the residential complex. Total open space for the development would equate to 2.5 acres per 1,000 residents. This exceeds both the current provision of park and recreation facilities within the City and the City's interim standard of two acres of parkland for every 1,000 residents. Hotel guests will be provided approximately 3,300 square feet of on-site recreational amenities including a conference center and a rooftop pool and lounge terrace and 35,000 square feet of open space. In addition to the private amenities provided, the proposed project will include open green space throughout the development. The proposed Specific Plan requires a minimum 15 percent of the project site be

developed as public gathering, landscaping, and open space uses. Finally, the project will be subject to the City's parkland dedication requirements. The parkland (Quimby Act) fee is currently \$5,520 per multiple-family unit; therefore, the project proponent will be required to provide \$3,312,000 in equivalent park and recreation facilities, either through on-site dedication or through payment of fees. Because of the extensive private amenities provided, the likelihood of residents and hotel guests going off site to use public facilities will be unlikely. Additionally, pursuant to Municipal Code Section 16.34.030, the proposed project is required to dedicate land, pay fees in lieu thereof, or pay and dedicate a combination of both, for park and/or recreational purposes. Based on this, adequate parks and recreation facilities will be provided on-site or funded through payment of fees. Impacts will be less than significant.

Impact 4.11.E The proposed project will not require the construction or expansion of libraries or other public service facilities. Impacts will be less than significant.

The proposed project, a mixed-use development, will result in growth of a maximum of 1,765 residents from a population of 115,064 as of January 1, 2014.¹¹ The Southern California Association of Governments forecasts El Monte's population to increase to 124,300 and 140,100 in 2020 and 2035, respectively, as discussed in Section 4.10 (Population and Housing).¹² The estimated population increase as a result of the proposed project is within the anticipated growth for El Monte, and is therefore insignificant, as also discussed in Section 4.10. The proposed project will not require the expansion of any other public services such as libraries or hospitals as the proposed project will not significantly increase the demand for such services. Impacts will be less than significant.

Mitigation Measures

None.

Level of Significance with Mitigation Incorporated

Impacts to public services will be less than significant without need for mitigation.

References

- ¹ Los Angeles County Fire Department Notice of Preparation Comment Letter. August 7, 2014
- ² City of El Monte Finance Department. Comprehensive Annual Financial Report City of El Monte, California Year ended June 30, 2013. December 2013
- ³ Personal Correspondence with Rick Luke, Battalion Fire Chief. June 18, 2014.
- ⁴ City of El Monte Finance Department. Comprehensive Annual Financial Report City of El Monte, California Year ended June 30, 2013. December 2013
- ⁵ Personal Correspondence with Michael Goodwin, Lieutenant. August 20, 2014.
- ⁶ California Department of Education. Guide to School Site Analysis and Development. 2000
- ⁷ El Monte City School District. District-Wide Facilities Master Plan. July 2008
- ⁸ El Monte Union High School District. State School Deferred Maintenance Program – Chapter 282/79. 2008
- ⁹ Personal Correspondence with Sue Micek, Senior Executive Assistant to Deputy Superintendent, El Monte City School District. August 14, 2014.
- ¹⁰ Personal Correspondence with Amparo Becerra, Administrative Secretary in Business Office, El Monte Union High School District, August 18, 2014
- ¹¹ California Department of Finance. Reports and Research Papers. E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011-2014 with 2010 Benchmark. <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php> [July 2014]
- ¹² Southern California Association of Government, *2012-2035 Regional Transportation Plan: Sustainable Communities Strategy*, April 2012.

RECREATION 4.12

This section examines whether the proposed project could result in substantial adverse environmental impacts related to the deterioration of recreation facilities or the construction of new or expanded recreational facilities. No comments on recreation were submitted during circulation of the Notice of Preparation (NOP).

Existing Conditions

PARKLAND INVENTORY

Located at 9400 Flair Drive, El Monte, CA 91731, the proposed project is in close proximity (one mile) to four public parks: Lashbrook Park, Fletcher Park, Baldwin Mini Park, and Pioneer Park. Lashbrook Park, a 1.8 acre neighborhood park located at 3141 Lashbrook Avenue, is 0.42 miles south of the project site. Fletcher Park, a 2.9 acre neighborhood park located at 3404 Fletcher Avenue, is 0.83 miles east of the project site. Baldwin Mini Park, a 0.5 acre minipark located at 3750 Baldwin Avenue, is 0.9 miles northwest of the proposed project site. Pioneer Park, a 11.2 acre community park located at 3535 Santa Anita Avenue, is 1.01 miles east of the proposed project site. Table 4.12-1 provides a summary of these parks.

Table 4.12-1
El Monte Public Park Facilities
(1 mile radius of Proposed Project)

Park Facility Name	Type	Acreage	Amenities	Location
Lashbrook Park	Linear/Greenways	1.8	<ul style="list-style-type: none"> ▪ Picnic Tables ▪ Trails/Water 	3141 Lashbrook Avenue El Monte, CA 91732
Fletcher Park	Neighborhood	2.9	<ul style="list-style-type: none"> ▪ Sports Field ▪ Basketball Courts ▪ Children's Playground ▪ Picnic Tables 	3404 Fletcher Avenue El Monte, CA 91731
Baldwin Mini Park	Minipark	0.5	<ul style="list-style-type: none"> ▪ Basketball Courts ▪ Children's Playground ▪ Picnic Tables 	3750 Baldwin Avenue El Monte, CA 91731
Pioneer Park (Currently Closed due to Gateway Construction)	Community	11.2	<ul style="list-style-type: none"> ▪ Sports Field ▪ Children's Playground ▪ Picnic Tables ▪ Cultural/Historical Amenities ▪ Trails/Water ▪ Recreational Center 	3535 Santa Anita Avenue El Monte, CA 91731
Santa Fe Historical Trail (Part of Pioneer Park)	Community	--	<ul style="list-style-type: none"> ▪ Cultural / Historical amenities 	3535 Santa Anita Avenue El Monte, CA 91731

Source: El Monte General Plan 2011

Planning and Regulatory Setting

THE QUIMBY ACT (GOVERNMENT CODE SECTION 66477)

The Quimby Act (Government Code Section 66477), enacted in 1975, created a framework that allows cities and counties to provide parks for growing communities. The Quimby Act authorizes jurisdictions to adopt ordinances that require parkland dedication or payment of in-lieu fees as a condition of approval of residential subdivisions. The Quimby Act also specifies acceptable uses and expenditures of such funds, such as allowing developers to set aside land, donate conservation easements, or pay direct fees for park improvements.

As a condition of approval of any tentative map, the City requires the dedication of a portion of land for the development of parks or recreational facilities, the payment of an in-lieu fee, or a combination of the two. This funding may not be used for ongoing operational funding since it is intended to provide for additional parkland to offset impacts associated with new development (other than residential subdivisions).

EL MONTE GENERAL PLAN

The City's current General Plan addresses parks and recreation issues primarily in the Parks and Recreation Element. The principles and standards within the element encourage the provision of parkland and recreation facilities. This Element establishes two acres of parkland per 1,000 residents as a standard.

The General Plan includes the following goals and policies to address park and recreation services within the city.

Goal PR-1 Sufficient quality, number, and distribution of parks that are well maintained, safe, and attractive, and that meet the full active and passive recreational needs of residents of all ages and abilities.

Policy PR-1.1 Park Quantity. Ensure that two acres of useable and developed parkland, including an appropriate range of age-appropriate recreational amenities, are provided for each 1,000 residents.

EL MONTE MUNICIPAL CODE

Section 16.34.030 (Parkland Dedication) of the El Monte Municipal Code requires the dedication of land, payment of fees in lieu thereof, or the pay and dedicate a combination of both, for park and/or recreational purposes, including open space purposes.

Thresholds of Significance

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the proposed project could result in significant impact if it:

- A. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- B. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Environmental Impacts

Impact 4.12.A The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Impacts will be less than significant.

According to the City of El Monte General Plan, the City has a total of 51 acres, or 0.41 acre per 1,000 residents, of parkland. The City recognizes that the current standard of three acres of parkland per 1,000 residents will take many years to achieve.¹ Therefore, the City has a ten-year goal to provide two acres of parkland for every 1,000 residents. The proposed project includes the development of 600 residential units and a 250-room hotel that will result in an increase in population in the project vicinity. The proposed project will not significantly increase use of existing recreational facilities, because residents will be provided with private, on-site amenities. The need for additional neighborhood and regional parks and other recreational facilities will be offset by the private, on-site amenities provided to residents and hotel guests. The Specific Plan requires 75,000 square feet of private recreational amenities that may include a gym and fitness room, business center, lounge, a pool terrace, patios, and rooftop gardens will be provided for residents. This will result in 125 square feet per dwelling unit or 0.97 acres per 1,000 residents. Outdoor open space will total approximately 120,000 square feet over the outlet mall and will be directly accessible to the residential complex. Total open space for

the development would equate to 2.5 acres per 1,000 residents. This exceeds both the current provision of park and recreation facilities within the City and the City's interim standard of two acres of parkland for every 1,000 residents. Hotel guests will be provided approximately 3,300 square feet of on-site recreational amenities including a conference center and a roof-top pool and lounge terrace and 35,000 square feet of open space. In addition to the private amenities provided, the proposed project will include open green space throughout the development. The proposed Specific Plan requires a minimum 15 percent of the project site be developed as public gathering, landscaping, and open space uses. Finally, the project will be subject to the City's parkland dedication requirements. The parkland (Quimby Act) fee is currently \$5,520 per multiple-family unit; therefore, the project proponent will be required to provide \$3,312,000 in equivalent park and recreation facilities, either through on-site dedication or through payment of fees. Because of the extensive private amenities provided, the likelihood of residents and hotel guests going off site to use public facilities will be unlikely. Additionally, pursuant to Municipal Code Section 16.34.030, the proposed project is required to dedicate land, pay fees in lieu thereof, or pay and dedicate a combination of both, for park and/or recreational purposes. Based on this, adequate parks and recreation facilities will be provided on-site or funded through payment of fees. Impacts will be less than significant.

Impact 4.12.B The proposed project would not include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environmental. No impacts will result.

The proposed project includes approximately 75,000 square feet of private on-site amenities for residential use and approximately 3,300 square feet of private amenities for hotel use and does not necessitate expansion of existing outdoor recreational facilities. The proposed project consists of 640,000 gross square feet of commercial use, 50,000 square feet of restaurant use, 600 residential units, and a 250-room hotel. The proposed Specific Plan also includes the option for up to twenty percent of the proposed retail space to be office use. Therefore, there will be no adverse physical effect on the environment caused by expansion or construction of outdoor recreational facilities. No impact will occur.

Mitigation Measures

None required.

Level of Significance with Mitigation Incorporated

Impacts 4.12.A and 4.12.B will be less than significant without need for mitigation.

References

¹ City of El Monte. General Plan. 2011

TRANSPORTATION AND TRAFFIC 4.13

This section analyzes traffic impacts at local and Congestion Management Program (CMP) intersections. This discussion is based primarily on the project traffic study prepared by Linscott, Law, and Greenspan Engineers that has been attached as Appendix G.¹ As discussed in the Initial Study (Appendix A), impacts related to hazardous design features and incompatible uses, emergency access, and conflicts with alternative transportation options were found to be less than significant and there will be no impacts to air traffic patterns; therefore, these topics will not be discussed herein.

Existing Conditions

REGIONAL HIGHWAY SYSTEM

Interstate 10 (I-10) is a west-east oriented freeway that extends from the City of Santa Monica to the west to San Bernardino and further to the State of Arizona to the east. The freeway provides four mainline lanes and two High Occupancy Toll (HOT) travel lanes for each direction. In the immediate project vicinity, access to the I-10 Freeway is provided via Rosemead Boulevard, Temple City Avenue, and Baldwin Avenue. Full freeway interchanges (i.e., eastbound and westbound on- and off-ramps) are provided at Rosemead Boulevard. Eastbound I-10 Freeway on- and off-ramps are provided at Aerojet Avenue and Baldwin Avenue and westbound I-10 Freeway on- and off-ramps are provided at Temple City Avenue. The San Bernardino Freeway is a designated Congestion Management Program (CMP) facility in Los Angeles County.²

LOCAL STREET SYSTEM

Immediate access to the project site is planned to be provided via Rio Hondo Avenue and Flair Drive. A review of the important roadways in the project site vicinity and study area is summarized in Table 4.13-1 (Existing Roadway Descriptions).

EXISTING LEVEL OF SERVICE

The relative impact of the added project traffic volumes generated by the proposed project during the weekday AM and PM peak hours and Saturday mid-day peak hour was evaluated based on analysis of existing and future operating conditions at the 46 key study intersections, without, then with, the proposed project. In conformance with the City of El Monte and Los Angeles County Congestion Management Program requirements, existing weekday AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU methodology is intended for signalized intersection analyses and estimates the volume-to-capacity (v/c) relationship for an intersection based on the individual v/c ratios for key conflicting traffic movements.

The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. The overall intersection v/c ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in Table 4.13-2 (Level of Service Criteria for Signalized Intersections).

Table 4.13-1
Existing Roadway Descriptions

Roadway	Classification	Travel Lanes		Speed Limit
		Direction	No. Lanes	
San Gabriel Boulevard	Secondary Arterial	NB-SB	4	35
Walnut Grove Avenue	Minor Arterial	NB-SB	4	40
Rosemead Boulevard (SR-164)	Major Arterial	NB-SB	4	40
	Major Arterial b/w I-10 Ramps/Garvey	NB-SB	6	45
Rio Hondo Avenue	Local	NB-SB	2	25
Temple City Boulevard	Minor Arterial	NB-SB	4	40
Baldwin Avenue	Major Arterial	NB-SB	4	35
Chico Avenue	Collector	NB-SB	2	30
Merced Avenue	Collector	NB-SB	2	35
Santa Anita Avenue	Major Arterial b/w Lower Azusa Rd/Valley Blvd	NB-SB	4	35
	Major Arterial b/w Valley Blvd/Brockway St	NB-SB	6	35
	Major Arterial b/w Brockway St/Garvey Ave	NB-SB	4	35
Tyler Avenue	Secondary Arterial	NB-SB	2	25
Peck Road	Major Arterial	NB-SB	4	35
Durfee Avenue	Collector	NB-SB	4	30
Gilman Road	Local	NB-SB	2	25
Lower Azusa Road	Secondary Arterial	EB-WB	4	35
Valley Boulevard	Major Arterial	EB-WB	4	35
Loftus Drive	Collector	EB-WB	2	35
Ramona Boulevard	Secondary Arterial b/w Santa Anita Ave/Valley Blvd	EB-WB	4	35
	Secondary Arterial b/w Valley Blvd/Peck Rd	EB-WB	4	35
	Secondary Arterial b/w Peck Rd/Durfee Rd	EB-WB	4	35
Flair Drive	Local	EB-WB	2	25
Telstar Avenue	Collector	EB-WB	2	35
Garvey Avenue	Major Arterial	EB-WB	4	35
Las Tunas Drive	Major Arterial	EB-WB	6	30
Rush Street	Secondary Arterial	EB-WB	4	35
Olive Street	Local	EB-WB	2	25
Source: Linscott, Law & Greenspan 2014				

**Table 4.13-2
Level of Service Criteria for Signalized Intersections**

LOS	Intersection Capacity Utilization Value (V/C)	Description
A	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach Phase 1s fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach Phase 1s fully utilized; many drives begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally drivers may have to wait through more than one redlight; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing backups.
E	0.901 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

Source: Caltrans 2000

The *Highway Capacity Manual 2010* (HCM2010) methodology outlined in Chapter 19 for unsignalized/two-way stop-controlled (TWSC) and Chapter 20 for unsignalized/all-way stop-controlled (AWSC) study intersections was utilized for the analysis of the unsignalized intersections. The TWSC methodology estimates the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns and determines the LOS for each constrained movement. It should be noted that LOS is not defined for the overall TWSC intersection because major-street movements with no delays typically result in a weighted average delay that is extremely low. Average control delay for any particular movement is a function of the capacity of the approach and the degree of saturation. The average control delay is measured in seconds per vehicle, and includes delay due to deceleration to a stop at the back of the queue from free-flow speed, move-up time within the queue, stopped delay at the front of the queue, and delay due to acceleration back to free-flow speed. The six qualitative categories of Level of Service have been defined along with the corresponding HCM2010 control delay value range, as shown in Table 4.13-3 (Level of Service Criteria for Unsignalized Intersections).

**Table 4.13-3
Level of Service Criteria for Unsignalized Intersections**

LOS	Control Delay (sec/vehicle)	Description
A	≤10	Little or No Delay
B	> 10-15	Short Traffic Delays
C	> 15-25	Average Traffic Delays
D	> 25-35	Long Traffic Delays
E	> 35-50	Very Long Traffic Delays
F	> 50	Severe Congestion

Source: Highway Capacity Manual 2010

Manual counts of vehicular turning movements were conducted at each of the 46 study intersections during the weekday morning (AM) and afternoon (PM) commute periods as well as Saturday midday peak hour to determine the peak hour traffic volumes. The manual counts were conducted by independent traffic count subconsultants at the study intersections from 7:00 AM to 9:00 AM to determine the weekday AM peak commute hour, from 4:00 PM to 6:00 PM to determine the weekday PM peak commute hour, and 12:00 PM to 2:00 PM to determine the Saturday mid-day peak hour. It is noted that all of the traffic counts were conducted when local schools were in session. Traffic volumes at the

study intersections show the morning and afternoon peak periods typically associated with peak commute hours in the metropolitan area.

It should be noted that due to the Alameda Corridor East Construction Authority Grade Separation Project construction, Baldwin Avenue is currently closed between Gidley Avenue and Rose Avenue in the City of El Monte. Traffic count data for Baldwin Avenue at Lower Azusa Road and Valley Boulevard intersections as well as nearby intersections that were conducted prior to the Baldwin Avenue closure were obtained from City of El Monte staff. Based on a review of the historical traffic count data and the current traffic data, it was determined that traffic patterns in the immediate vicinity have slightly shifted due to the closure of Baldwin Avenue. As such, historical traffic count data for the following intersections were utilized for the traffic analysis:

- Int. No. 19: Temple City /Valley Boulevard
- Int. No. 22: Baldwin Avenue/Valley Boulevard
- Int. No. 24: Baldwin Avenue-I-10 Freeway Eastbound Ramps/Flair Drive
- Int. No. 45: Baldwin Avenue/Lower Azusa Road

The traffic count data for the four study intersections were increased at a rate of 1.0 percent (1.0%) per year to reflect year 2014 conditions. Table 4.13-4 (City of El Monte Year 2014 Existing Conditions), Table 4.13-5 (Other Jurisdictions Year 2014 Existing Conditions), and Table 4.13-6 (City of Temple City Year 2014 Existing Conditions) summarize LOS at the study intersections in the project vicinity during weekday AM and PM peak hours and Saturday Mid-Day peak hours.

Table 4.13-4
City of El Monte Year 2014 Existing Conditions

Intersection	AM Peak Hour		PM Peak Hour		SAT Peak Hour	
	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS
Rosemead Blvd (SR-164)/I-10 EB Ramps	--	--	--	--	--	--
Rosemead Blvd (SR-164)/Telstar Ave	0.787	C	0.814	D	0.656	B
Rosemead Blvd (SR-164)/Whitmore St	0.594	A	0.752	C	0.544	A
Aerojet Ave-I-10 EB Ramps/Flair Dr	41.9	E	14.5	B	7.9	A
Aerojet Ave/Telstar Ave	30.2	D	43.1	E	9.1	A
Rio Hondo Ave/Flair Dr	11.3	B	10.6	B	8.6	A
Rio Hondo Ave/Telstar Ave	13.3	B	17.1	C	9.4	A
Fletcher Ave/Flair Dr	9.8	A	9.5	A	8.5	A
Fletcher Ave/Telstar Ave	12.4	B	12.2	B	8.6	A
Telstar Ave/Flair Dr	11.5	B	10.6	B	7.9	A
Baldwin Ave/Valley Blvd	0.803	D	0.818	D	0.689	B
Baldwin Ave/Loftus Dr	1.164	F	0.779	C	0.693	B
Baldwin Ave/Flair Dr-I-10 EB Ramps	>50.0	F	>50.0	F	>50.0	F
Merced Ave/Garvey Ave	0.765	C	0.712	C	0.685	B
Santa Anita Ave/Lower Azusa Rd	0.865	D	0.904	E	0.885	D
Santa Anita Ave/Valley Blvd	0.916	E	0.827	D	0.713	C
Santa Anita Ave/Ramona Blvd	0.572	A	0.711	C	0.478	A
Santa Anita Ave/Garvey Ave	0.923	E	0.840	D	0.833	D
Tyler Ave/Valley Blvd	0.630	B	0.603	B	0.485	A
Tyler Ave/Ramona Blvd	0.467	A	0.478	A	0.418	A
Tyler Ave/Garvey Ave	0.602	B	1.008	F	0.711	C
Valley Blvd-Valley Mall/Ramona Blvd	0.582	A	0.684	B	0.675	B
Peck Rd/Lower Azusa Rd	0.789	C	0.908	E	0.757	C
Peck Rd/Ramona Blvd	0.621	B	0.960	E	0.698	B
Peck Rd/Valley Blvd	0.916	E	0.990	E	0.825	D
Peck Rd/Garvey Ave	0.808	D	0.879	D	0.778	C
Valley Blvd/Garvey Ave	0.609	B	0.795	C	0.696	B
Roseglen St-Durfee Ave/Lower Azusa Rd	0.578	A	0.634	B	0.488	A
Durfee Ave/Ramona Blvd	46.9	E	30.3	D	19.8	C
Baldwin Ave/Lower Azusa Rd	0.874	D	0.859	D	0.806	D
Gilman Rd/Ramona Blvd	0.607	B	0.609	B	0.572	A

Source: Linscott, Law & Greenspan 2014

**Table 4.13-5
Other Jurisdictions Year 2014 Existing Conditions**

Intersection	AM Peak Hour		PM Peak Hour		SAT Peak Hour	
	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS
<i>City of San Gabriel</i>						
San Gabriel Blvd/Valley Blvd	0.718	C	0.879	D	0.877	D
<i>City of Rosemead</i>						
Walnut Grove Ave/Valley Blvd	0.776	C	0.841	D	0.788	C
Walnut Grove Ave/Garvey Ave	0.772	C	0.938	E	0.764	C
Rosemead Blvd (SR-164)/Valley Blvd	0.893	D	0.888	D	0.889	D
Rosemead Blvd (SR-164)/Glendon Way-I-10 WB Ramps	0.802	D	0.840	D	0.778	C
Rosemead Blvd (SR-164)/I-10 EB Ramps	--	--	--	--	--	--
Rosemead (SR-164)/ Telstar Ave	0.787	C	0.814	D	0.656	B
Rosemead (SR-164)/Whitmore St	0.594	A	0.752	C	0.544	A
Temple City Blvd/Valley Blvd	0.960	E	0.786	C	0.652	B
Temple City Blvd/Loftus Dr	0.734	C	0.834	D	0.661	B
Temple City Blvd/I-10 WB Ramps	12.7	B	18.1	C	15.5	C
Olney St	0.691	--	0.726	--	0.601	--
Rosemead Blvd (SR-164)/Lower Azusa Rd	0.859	D	0.842	D	0.781	C
<i>City of South El Monte</i>						
Rosemead (SR-164)/Garvey Ave	0.887	D	0.921	E	0.918	E
Chico Ave/Garvey Ave	0.551	A	0.676	B	0.727	C
Rosemead Blvd (SR-164)/Rush St	0.816	D	0.821	D	0.641	B
<i>City of Arcadia</i>						
Roseglen St-Durfee Ave/Lower Azusa Rd	0.578	A	0.634	B	0.488	A
Source: Linscott, Law & Greenspan 2014						

**Table 4.13-6
City of Temple City Year 2014 Existing Conditions**

Intersection	AM Peak Hour		PM Peak Hour		SAT Peak Hour	
	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS
Temple City Blvd/Lower Azusa Rd	0.723	C	0.894	D	0.745	C
Rosemead Blvd (SR-164)/Las Tunas Dr	0.827	D	0.916	E	0.802	D
Baldwin Ave/Olive St	0.445	A	0.468	A	0.479	A
Baldwin Ave/Lower Azusa Rd	0.874	D	0.859	D	0.806	D
Source: Linscott, Law & Greenspan 2014						

ALTERNATIVE TRANSPORTATION

Trail System. The southern boundary of Flair Park is the Rio Hondo River. The river, now channelized, is a tributary of the Los Angeles River and is a Westside segment of the Emerald Necklace. The southern bank of the Rio Hondo River includes a bike path, which connects portions of Arcadia and Irwindale to the Whittier Narrows Recreation Area, Montebello, Pico Rivera, and ultimately to the Los Angeles River. At Rosemead Boulevard, the trail has an underpass beneath the roadway. There are also access points at Rosemead Boulevard which connect to Lashbrook Park in the City of El Monte. Future plans exist for a new trail along the northern bank of the river.

Transit Service. The City of El Monte is home to significant public transit facilities and services. The El Monte Transit Station (EMTS) is a regional bus hub in downtown with direct access to the El Monte Busway, one of the most successful dedicated bus/high occupancy vehicle (HOV) lanes in the country. Both Metro and Foothill Transit operate many routes that run through El Monte and converge at the EMTS.

Public bus transit service within the project study area is currently provided by Los Angeles County Metropolitan Transit Authority (Metro), Foothill Transit, and El Monte Transit. Metro operates 10 bus transit routes along major roadways within the traffic analysis study area, including routes on Valley Boulevard, Rosemead Boulevard, Flair Drive, Rio Hondo Avenue, among many others. Metro operates local and limited local transit routes in the immediate vicinity of the project site. Metro bus transit routes provide headways ranging from two buses per hour to as high as 10 buses per hour during the morning and afternoon peak commute hours (i.e., the peak commute hour between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively).

Foothill Transit serves the San Gabriel and Pomona Valleys; and it provides bus transit service along major roadways within the traffic analysis study area including Valley Boulevard, Garvey Avenue, Ramona Boulevard, among others. Foothill Transit operates seven transit routes in the immediate vicinity of the project site. Foothill Transit routes provide headways ranging from two buses per hour to as high as seven buses per hour during the morning and afternoon peak commute hours (i.e., the peak commuter hour between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively).

Los Angeles County and surrounding counties are interconnected by a regional network of rail lines, with Union Station in Downtown Los Angeles functioning as the hub of the rail system. Amtrak, Metro, and the Southern California Regional Rail Authority (SCRRA) operate a system of heavy rail, light rail and subway lines that provide interconnections throughout Los Angeles County and connections between the six county Southern California region including Los Angeles County, Orange County, Riverside County, San Bernardino County, San Diego County and Ventura County.

Metro currently operates four light rail lines and two rapid transit subway lines, altogether totaling roughly 80 miles of rail, 80 stations, and approximately 353,600 daily weekday boardings. Metro is currently adding the Crenshaw Line, which is currently under construction, and extending the Expo Line to Santa Monica and the Gold Line to Azusa. SCRRA operates Metrolink which provides rail service for Los Angeles County, Orange County, Riverside County, San Bernardino County and Ventura County. Metrolink presently operates seven lines of service, 55 stations, and approximately 44,000 daily weekday boardings all over a 512 route-mile network. Near the project site, Metrolink provides a rail stop for the San Bernardino route corridor which extends between Union Station in downtown Los Angeles and the City of San Bernardino. This Metrolink stop provides connectivity opportunities for El Monte and the proposed project to the regional network of rail lines operated by Amtrak, Metro and SCRRA.

Metrolink is a regional commuter train system that provides service within Los Angeles, Ventura, Orange, Riverside, and San Bernardino counties. The Metrolink San Bernardino Line provides services between San Bernardino and the Los Angeles Union Station. The El Monte transit station located at 10925 Railroad Street, north of Valley Boulevard and west of Tyler Avenue, within the project study area. The El Monte transit station connects with several bus lines that are operated by the Metro, El Monte Transit, Rosemead Explorer, and Metrolink services. During the weekday AM peak hour, 3 trains per hour are provided at the El Monte station that travel westward to Los Angeles Union Station. During the weekday PM peak hour, 2 trains are provided at the El Monte station that travel eastbound to San Bernardino and 2 trains are provided that travel westward to Los Angeles Union Station.

Regulatory Framework

LOS ANGELES COUNTY CONGESTION MANAGEMENT PROGRAM

The Los Angeles County CMP is administered by Los Angeles County Metropolitan Transportation Authority (MTA). The CMP identifies and establishes a system for monitoring regional transportation facilities. This information is used to link local land use decisions and their impacts on regional transportation and air quality, and to develop partnerships among transportation decision makers to find solutions that serve the region. Local jurisdictions, such as El Monte, are required to participate in the CMP to receive their portion of state gas tax revenue.

The LOS standard in Los Angeles County is LOS E, except where base year LOS is worse than E. In such cases, the base year LOS is the standard. 1992 has been established as the base year for Los Angeles County. Caltrans and local jurisdictions conducted traffic counts at designated monitoring locations along the system in order to determine the base

year LOS. Currently, the ramp at Baldwin Avenue and I-10 EB is operating deficiently at LOS F during the AM, PM, and Saturday peak hours and the intersection of Baldwin Avenue and Loftus Drive is operating deficiently at LOS F during the AM peak hour.

EL MONTE LEVEL OF SERVICE STANDARD

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 ($V/C \geq 0.02$), 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 ($V/C \geq 0.02$), 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.

ARCADIA LEVEL OF SERVICE STANDARD

The City of Arcadia's methodology for calculating a significant transportation impact is determined based on the following:

- A significant impact occurs if traffic generated by the project causes an intersection to worsen from LOS D or better to LOS E or worse, or
- For an intersection operating at LOS E or LOS F conditions, the addition of project traffic increases the v/c by 0.02 or greater.

The City's method requires mitigation of project traffic impacts when traffic generated by a proposed development exceeds the criteria above. For unsignalized study intersections, the HCM method is utilized to determine the Level of Service and the ICU method is utilized to determine the increase in the v/c ratio.

ROSEMEAD LEVEL OF SERVICE STANDARD

The significance of the potential impacts of project-generated traffic at the City of Rosemead utilizes criteria set forth in the *City of Rosemead Transportation Impact Analysis Guidelines*.³ Transportation impact for a project is considered significant if the project increases traffic demand by two percent of capacity ($v/c \geq 0.02$), causing LOS F ($v/c > 1.00$). If the facility is already at LOS F, a significant impact occurs when the project increases traffic demand by two percent of capacity ($v/c \geq 0.02$).

SAN GABRIEL LEVEL OF SERVICE STANDARD

The significance of the potential impacts of project-generated traffic at the City of San Gabriel utilizes criteria set forth in *San Gabriel's Traffic Study Guidelines for Development Projects in the City of San Gabriel*.⁴ According to the City's Sliding Scale Method for calculating the level of impact due to traffic generated by the proposed project, a significant

transportation impact is determined based on the criteria presented in Table 4.13-7 (City of San Gabriel Intersection Impact Threshold Criteria).

**Table 4.13-7
City of San Gabriel Intersection Impact Threshold Criteria**

Final v/c	Level of Service	Project Related Increase in v/c
0.600 - 0.700	A, B	equal to or greater than 0.06
> 0.700 - 0.800	C	equal to or greater than 0.04
> 0.800 - 0.900	D	equal to or greater than 0.02
> 0.900	E, F	equal to or greater than 0.01
Source: Linscott, Law & Greenspan 2014		

SOUTH EL MONTE LEVEL OF SERVICE STANDARD

The significance of the potential impacts of project-generated traffic at the City of South El Monte utilizes criteria set forth in the City of South El Monte’s *Guidelines for Preparing Traffic Impact Analysis*.⁵ Any proposed project that degrades any existing intersection operating at LOS A through D to LOS E or F will require mitigation to bring the intersection back to at least a LOS D. Any intersection operating at an LOS E or F from project-related impacts will require mitigation to bring the intersection back to the established LOS prior to project-related traffic.

TEMPLE CITY LEVEL OF SERVICE STANDARD

The significance of the potential impacts of project-generated traffic at the City of Temple City study intersections was identified using criteria set forth in the City’s traffic impact study guidelines. According to the City’s Sliding Scale Method for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the criteria presented in 4.13-8 (City of Temple City Intersection Impact Threshold Criteria).

**Table 4.13-8
City of Temple City Intersection Impact Threshold Criteria**

Pre-Project (v/c)	Level of Service	Project Related Increase in v/c
0.71 - 0.80	C	equal to or greater than 0.04
0.81 - 0.90	D	equal to or greater than 0.02
0.91 or more	E, F	equal to or greater than 0.01
Source: Linscott, Law & Greenspan 2014		

GENERAL PLAN

The El Monte General Plan includes the following policies and programs related to mobility.

Land Use Element

Policy LU-6.8 Circulation. Improve primary access to Flair Park from Rosemead Boulevard, create and improve secondary access points from Telstar Avenue and Whitmore Street, and provide transit service from the El Monte Downtown, Transit Village, and Metrolink Station through direct shuttles.

Circulation Element

Policy C-1.3 Access to Flair Park. Improve roadway and transit access to Flair Park through the reconfiguration of the Baldwin Interchange, extension of Ramona Boulevard to Telstar, and an interconnected bus route with the El Monte Transit Station.

- Policy C-3.1 Operational Efficiency. Maximize the operational efficiency of the arterial roadway system with the implementation of traffic management and traffic signal operations measures without adversely impacting transit, bicycles, and pedestrians.
- Policy C-3.2 Traffic Flow Management. Manage traffic flow on roadways for appropriate vehicle speeds, calm traffic in the City, and protect neighborhoods from traffic intrusion. Apply appropriate techniques to control the volume and speed of traffic consistent with land use policy, sensitive uses, and other concerns.
- Policy C-3.4 Safe Routes to Schools. Work with school districts to identify safe routes to all schools, enabling better school access by cyclists and pedestrians. Support safe drop-off and pick-up zones around schools during the morning and afternoon peak hours.
- Policy C-3.6 Traffic Signal Management. Pursue development and implementation of a Traffic Management System, with a traffic management center in the City or a joint center with adjacent jurisdictions and/or the County of Los Angeles, to coordinate and manage the City's traffic signal system, integrate operations on City streets, and implement advanced traffic management technologies where appropriate.
- Policy C-6.2 New and Substantially Rehabilitated Development. Require new development to provide amenities for transit, bicyclists, and pedestrians to provide connections to the bicycle and pedestrian networks where appropriate.

Thresholds of Significance

A significant impact could occur if the proposed project would:

- A. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- B. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- C. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- D. Result in inadequate emergency access.
- E. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Environmental Impacts

Impact 4.13.A Short-term construction related traffic impact will be significant and unavoidable with incorporation of mitigation measures. Impacts on the performance of the local and regional transportation systems due to increase traffic generation from the proposed mixed-use development in consideration of cumulative traffic increase over the long-term and short-term construction-related impacts will be significant and unavoidable with implementation of existing regulations and mitigation measures.

SHORT-TERM CONSTRUCTION TRAFFIC GENERATION

Project construction will generate short-term traffic from construction worker travel and arrival and departure of trucks delivering construction materials to the site and the removal of soil due to on-site excavation and export activities. Both the number of construction workers and trucks will vary throughout the construction process in order to maintain a reasonable schedule of completion. The construction of the project is anticipated to consist of two overall phases, with

Phase 1 consisting of the construction of the hotel and retail land use components and parking and Phase 2 consisting of the construction of the two residential condominium towers. It is important to note that demolition and remediation activities are already underway through a separate process with the County of Los Angeles. Construction activities will occur between the hours of 6:30 AM and 4:00 PM, which is within the allowable weekday construction hours of 6:00 AM and 7:00 PM, pursuant to the El Monte Municipal Code. The total construction period is anticipated to last approximately 18 months for Phase 1 (hotel/retail) and approximately 24 months for Phase 2 (residential condominium towers). According to the project applicant, the grading and excavation beneath the Phase 2 residential condominium site will overlap with Phase 1 construction activities. Phase 1 is anticipated to be operational in year 2016 and Phase 2 is expected to be operational in year 2019.

Project earthwork will require an estimated 187,200 cubic yards of soil/material export. This corresponds to approximately 13,370 total truck loads for Phase 1 assuming tandem trucks with the capacity to carry 14 cubic yards of material per truck. On average, the project applicant has noted that up to a total of 1,750 cubic yards can be exported each day which equates to 125 trucks per day. Since excavation will involve hauling between the hours of 6:30 AM and 4:00 PM, a total of eight hours per day has been assumed and could be expected to result in the generation of up to 16 trucks per hour. A duration of approximately 80 days (or roughly 3.6 months assuming 22 work days per month) is anticipated for the excavation activities associated with Phase 1. In addition, up to 43 workers could be expected with these concurrent grading/excavation activities. No formal lane closures are anticipated with either Phase 1 or Phase 2 excavation activities.

During the Phase 1 (hotel/retail/residential parking) construction period, a peak work force of approximately 100 workers is anticipated for the hotel construction, a peak work force of 85 workers is anticipated for the construction of the retail component, and a peak workforce of 150 workers is anticipated with the residential parking parking. Thus, a peak Phase 1 construction workforce of 335 workers could be anticipated along with up to 20 additional workers for a total of 355 workers. During the Phase 2 (residential condominium towers) construction period, a peak work force of approximately 150 workers is anticipated and all Phase 2 construction workers are anticipated to park on-site. The number of construction worker vehicles is estimated using an average vehicle ridership (AVR) of 1.135 persons per vehicle (as provided in the South Coast Air Quality Management District in its CEQA Air Quality Handbook). Therefore it is estimated that a peak of approximately 626 daily worker trips (313 inbound trips and 313 outbound trips) will be generated.

Construction of Phase 1 will likely produce an average of eight material delivery trucks per day. Phase 1 is anticipated to be completed in approximately 18 months. Construction of Phase 2 will likely produce an average of eight material delivery trucks per day. This Phase 1 is anticipated to be completed in approximately 24 months. According to the project applicant, no formal lane closures are anticipated with either Phase 1 or Phase 2 building construction.

It is assumed that the site will be completely cleared and that after completion of the first phase of short-term construction activities (i.e. excavation and grading), trenching and building construction will commence. The equipment staging area and construction worker parking during the construction grading and parking garage construction is expected to occur on-site. After the completion of the retail parking garage, the equipment staging and construction working parking areas will be relocated on-site. With construction activity on the project site able to occur between the hours of 6:30 AM and 4:00 PM, it is assumed that the majority of the workers will work within one shift starting by 6:30 AM and concluding by 4:00 PM (with some workers ending their workday before 4:00 PM). A total of twenty percent (20 percent) of the workforce is expected to leave the site prior to 4:00 PM, sixty percent (60 percent) is expected to leave the site between 4:00 PM and 5:00 PM, and the remaining twenty percent (20 percent) is expected to leave the site after 5:00 PM, including foremen, supervisors, inspectors, etc.

Construction parking was evaluated to determine if adequate on-site parking will be available or if construction workers and/or other staging requirements would need to be met off site. Based on the project construction program, the hotel parking structure and building will be constructed first, leaving the areas for the outlet mall and residential towers vacant for construction worker parking and equipment staging. As the outlet mall and residential parking structure is constructed, construction worker parking and equipment staging will have to rotate on the site and potentially on adjacent parking lots to accommodate construction. During construction of the Phase 2 residential towers, existing

residential parking constructed during Phase 1 will be available to accommodate construction worker vehicles. Based on the needs of the outlet mall, approximately 407 surplus parking spaces will be available prior to occupancy of the residential towers. Equipment staging will occur between the residential tower footprints during construction.

The project requires approval from the City of El Monte Department of Public Works for a Truck Haul Route program. With the required haul route approval, the generally off-peak arrival of construction workers, and the other construction management practices, impacts from construction activity, while concluded to be significant and unavoidable, can be minimized and further reduced with the implementation of the following design features:

- Maintain existing access for land uses in proximity of the project site;
- Prohibit any lane closures to the extent feasible;
- Schedule receipt of construction materials during non-peak travel periods, to the extent possible;
- Coordinate deliveries to reduce the potential of trucks waiting to unload for extended periods of time;
- Consider extending the construction haul hours prior to 6:30 AM and/or after 4:00 PM; and
- Prohibit parking by construction workers on adjacent streets and direct construction workers to available on- and or off-site parking areas.

In order to minimize potential conflicts between construction activity and through traffic, a construction traffic control plan will be developed for use during project construction. The construction traffic control plan will identify all traffic control measures, signs, and delineators to be implemented by the construction contractor through the duration of construction activities. The construction traffic control plan would also address any off-site parking or equipment staging needs, if necessary. In addition, the City of El Monte Department of Public Works will review and be responsible for approval of the proposed Truck Haul Route program. The requirement for preparation of a construction traffic control plan has been incorporated as Mitigation Measure 4.13.A-1. Although mitigation will reduce the potential for short-term construction-related traffic impacts, there is no guarantee that preparation of a construction traffic control plan will reduce impacts to less than significant levels due to the substantial number of construction worker and hauling trips. Furthermore, if off-site parking and staging is required and adjacent parking lots are not available, additional traffic impacts could occur due to use of non-adjacent parking. The requirement for a construction traffic control plan is comprehensive and will include a menu of feasible mitigation approaches to minimize potential impacts. Extension of the schedule was considered to reduce the need for daily construction worker and hauling trips; however, due to the financing requirements of the project, delays in scheduling are not feasible, particularly in regards to the hotel construction and operation that must occur by July 1, 2016. After consideration of feasible mitigation, temporary construction-related traffic impacts remain significant and unavoidable.

LONG-TERM OPERATIONAL TRAFFIC GENERATION

In order to analyze potential operational impacts to the local and regional transportation system, increases in traffic resulting from the proposed project must be determined. Trip generation rates were determined for daily traffic, weekday morning peak hour inbound and outbound traffic, and weekday evening peak hour inbound and outbound traffic for the proposed project. Table 4.13-9 (Project Trip Generation) shows the trip generation rates, project peak hour volumes, and project daily traffic volumes. The proposed project is projected to generate 21,317 daily vehicle trips and 28,791 Saturday vehicle trips.

**Table 4.13-9
Project Trip Generation**

Land Use	Size	Daily Trip Ends Volumes ²	AM Peak Hour Volumes ²			PM Peak Hour Volumes ²			SAT Daily Trip Ends Volumes ²	SAT Peak Hour Volumes ²		
			In	Out	Total	In	Out	Total		In	Out	Total
<i>Phase 1 Project</i>												
Hotel ³ - Less Walk-in/Internal Capture/Transit ⁴	250 rooms	2,230 (335)	97 (15)	71 (11)	168 (26)	86 (13)	89 (13)	175 (26)	2,625 (394)	107 (16)	111 (17)	218 (33)
Factory Outlet Center ⁵ - Less Walk-in/Internal Capture/Transit ⁴ - Less Pass-by ^{6, 7}	640,000 GSF	17,018 (2,553) (1,447)	313 (47) (27)	116 (17) (10)	429 (64) (37)	689 (103) (199)	777 (117) (224)	1,466 (220) (423)	26,221 (3,933) (2,229)	1,237 (186) (273)	1,189 (178) (263)	2,426 (364) (536)
Quality Restaurant ⁸ - Less Walk-in/Internal Capture/Transit ⁴ - Less Pass-by ^{6, 9}	50,000 GSF	4,498 (675) (382)	23 (3) (2)	18 (3) (2)	41 (6) (4)	251 (38) (94)	124 (19) (46)	375 (57) (140)	4,718 (708) (401)	319 (48) (92)	222 (33) (64)	541 (81) (156)
Subtotal Phase 1 Project		18,354	339	162	501	579	571	1,150	25,899	1,048	967	2,015
<i>Phase 2 Project</i>												
Condominiums ¹⁰ - Less Transit ¹¹	600 DU	3,486 (523)	45 (7)	219 (33)	264 (40)	209 (31)	103 (15)	312 (46)	3,402 (510)	152 (23)	130 (20)	282 (43)
Subtotal Phase 2 Project		2,963	38	186	224	178	88	266	2,892	129	110	239
Total Trips (Phases I and II)		21,317	377	348	725	757	659	1,416	28,791	1,177	1,077	2,254

¹ Source: ITE "Trip Generation Manual", 9th Edition, 2012.

² Trips are one-way traffic movements, entering or leaving

³ ITE Land Use Code 310 (Hotel) trip generation average rates

⁴ A 15% walk-in/internal capture trip adjustment factor has been applied to account for walk-in patrons and internal capture based on the synergistic effects of the proposed project land use mix and for the hotel due to expected taxi and/or shuttle utilization

⁵ ITE Land Use Code 823 (Factory Outlet Center) trip generation average rates

⁶ Pass-By trip reduction adjustment factors were derived based on a review of data provided in Chapter 5 of the ITE "Trip Generation Handbook", Second Edition, June 2004, ITE. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. Pursuant to ITE guidelines, pass-by adjustments were applied after the internal capture/walk-in/transit reductions were applied.

⁷ Pass-by adjustment factors 10%, 10%, 34%, 10%, and 26% were applied to the retail land use weekday daily, AM peak hour, PM peak hour, Saturday daily and Saturday Mid-day peak hour trip generation forecasts, respectively.

⁸ ITE Land Use Code 931 (Quality Restaurant) trip generation average rates

⁹ Pass-by adjustment factors of 10%, 10%, 44%, 10%, and 34% were applied to the retail land use weekday daily, AM peak hour, PM peak hour, Saturday daily and Saturday Mid-day peak hour trip generation forecasts, respectively.

¹⁰ ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates

¹¹ A transit adjustment of 15% has been applied to the condominium component of the project based on the proximity of the El Monte Metrolink Station and Busway and nearby transit lines.

A list of 46 study intersections were determined in consultation with City staff and also based on NOP comments received by City staff. The list of 46 study intersections were selected for analysis of potential traffic impacts related to the proposed project. Of the 46 study intersections, 31 study intersections are with the City of El Monte jurisdiction. Five of the study intersections within the City of El Monte jurisdiction are shared with other surrounding jurisdictions. The analysis of the study intersections have been separated by jurisdiction. Table 4.13-10 (City of El Monte Year 2014 Existing Conditions with Project), Table 4.13-11 (City of El Monte Year 2016 Future Conditions), Table 4.13-12 (City of El Monte Year 2019 Future Conditions), and Table 4.13-13 (City of El Monte Year 2035 Future Conditions) summarize the level of service conditions for AM peak hour, PM peak hour, and Saturday Mid-Day peak hour of existing/ambient growth, with project, and with project mitigation for years 2014, 2016, 2019, and 2035.

**Table 4.13-10
City of El Monte Year 2014 (Existing Conditions) with Project**

Intersection	AM Peak Hour		PM Peak Hour		SAT Peak Hour	
	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS
Rosemead Blvd (SR-164)/I-10 EB Ramps	--	--	--	--	--	--
Rosemead Blvd (SR-164)/Telstar Ave	0.913	E	1.055	F	0.963	E
Rosemead Blvd (SR-164)/Whitmore St	0.602	B	0.767	C	0.572	A
Aerojet Ave-I-10 EB Ramps/Flair Dr	42.9	E	37.1	E	19.6	C
Aerojet Ave/Telstar Ave	34.9	D	>50.0	F	51.0	F
Rio Hondo Ave/Flair Dr	13.3	B	18.2	C	14.2	B
Rio Hondo Ave/Telstar Ave	17.9	C	>50.0	F	>50.0	F
Fletcher Ave/Flair Dr	10.7	B	12.6	B	11.8	B
Fletcher Ave/Telstar Ave	12.6	B	12.7	B	8.8	A
Telstar Ave/Flair Dr	13.5	B	34.6	D	26.6	D
Baldwin Ave/Valley Blvd	0.808	D	0.842	D	0.704	C
Baldwin Ave/Loftus Dr	1.246	F	0.908	E	0.945	E
Baldwin Ave/Flair Dr-I-10 EB Ramps	>50.0	F	>50.0	F	>50.0	F
Merced Ave/Garvey Ave	0.770	C	0.721	C	0.700	B
Santa Anita Ave/Lower Azusa Rd	0.871	D	0.913	E	0.902	E
Santa Anita Ave/Valley Blvd	0.928	E	0.848	D	0.745	C
Santa Anita Ave/Ramona Blvd	0.574	A	0.717	C	0.487	A
Santa Anita Ave/Garvey Ave	0.931	E	0.854	D	0.853	D
Tyler Ave/Valley Blvd	0.636	B	0.613	B	0.499	A
Tyler Ave/Ramona Blvd	0.468	A	0.481	A	0.424	A
Tyler Ave/Garvey Ave	0.609	B	1.022	F	0.735	C
Valley Blvd-Valley Mall/Ramona Blvd	0.588	A	0.702	C	0.703	C
Peck Rd/Lower Azusa Rd	0.792	C	0.914	E	0.766	C
Peck Rd/Ramona Blvd	0.627	B	0.969	E	0.712	C
Peck Rd/Valley Blvd	0.923	E	1.007	F	0.836	D
Peck Rd/Garvey Ave	0.813	D	0.888	D	0.793	C
Valley Blvd/Garvey Ave	0.614	B	0.809	D	0.712	C
Roseglen St-Durfee Ave/Lower Azusa Rd	0.579	A	0.636	B	0.492	A
Durfee Ave/Ramona Blvd	49.1	E	31.2	D	20.3	C
Baldwin Ave/Lower Azusa Rd	0.878	D	0.874	D	0.838	D
Gilman Rd/Ramona Blvd	0.608	B	0.612	B	0.576	A

Source: Linscott, Law & Greenspan 2014

Table 4.13-11
City of El Monte Year 2016 Future Conditions

Intersection	Without Project						With Project Phase 1						With Project Mitigation					
	AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour	
	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS
Rosemead Blvd (SR-164)/I-10 EB Ramps	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Rosemead Blvd (SR-164)/Telstar Ave	0.678	B	0.825	D	0.621	B	0.731	C	0.957	E	0.852	D	0.731	C	0.957	E	0.852	D
Rosemead Blvd (SR-164)/Whitmore St	0.658	B	0.834	D	0.574	A	0.665	B	0.847	D	0.598	A	0.665	B	0.847	D	0.598	A
Aerojet Ave-I-10 EB Ramps/Flair Dr	42.3	E	15.1	C	8.0	A	43.4	E	36.1	E	18.4	C	0.547	A	0.703	C	0.421	A
Aerojet Ave/Telstar Ave	33.7	D	46.2	E	9.5	A	35.5	E	>50.0	F	>50.0	F	0.540	A	0.818	D	0.700	B
Rio Hondo Ave/Flair Dr	11.4	B	10.7	B	8.6	A	12.1	B	16.3	C	13.0	B	12.1	B	16.3	C	13.0	B
Rio Hondo Ave/Telstar Ave	13.6	B	17.8	C	9.5	A	16.9	C	>50.0	F	>50.0	F	0.417	A	0.864	D	0.557	A
Fletcher Ave/Flair Dr	9.8	A	9.5	A	8.5	A	10.2	B	12.1	B	11.4	B	10.2	B	12.1	B	11.4	B
Fletcher Ave/Telstar Ave	12.7	B	12.5	B	8.6	A	12.8	B	12.9	B	8.8	A	12.8	B	12.9	B	8.8	A
Telstar Ave/Flair Dr	11.8	B	11.0	B	7.9	A	13.5	B	31.2	D	21.4	C	13.5	B	31.2	D	21.4	C
Baldwin Ave/Valley Blvd	0.951	E	0.948	E	0.781	C	0.955	E	0.966	E	0.793	C	0.955	E	0.966	E	0.793	C
Baldwin Ave/Loftus Dr	1.237	F	0.893	D	0.731	C	1.307	F	0.984	E	0.952	E	1.004	F	0.863	D	0.826	D
Baldwin Ave/Flair Dr-I-10 EB Ramps	>50.0	F	>50.0	F	>50.0	F	>50.0	F	>50.0	F	>50.0	F	0.808	D	1.109	F	0.903	E
Merced Ave/Garvey Ave	0.802	D	0.754	C	0.732	C	0.806	D	0.761	C	0.744	C	0.806	D	0.761	C	0.744	C
Santa Anita Ave/Lower Azusa Rd	0.911	E	0.973	E	0.940	E	0.915	E	0.978	E	0.955	E	0.915	E	0.978	E	0.955	E
Santa Anita Ave/Valley Blvd	1.001	F	0.955	E	0.871	D	1.009	F	0.970	E	0.898	D	1.009	F	0.970	E	0.898	D
Santa Anita Ave/Ramona Blvd	0.684	B	0.798	C	0.588	A	0.686	B	0.802	D	0.595	A	0.686	B	0.802	D	0.595	A
Santa Anita Ave/Garvey Ave	0.984	E	0.928	E	0.920	E	0.990	E	0.936	E	0.934	E	0.990	E	0.936	E	0.934	E
Tyler Ave/Valley Blvd	0.678	B	0.677	B	0.584	A	0.683	B	0.688	B	0.602	B	0.683	B	0.688	B	0.602	B
Tyler Ave/Ramona Blvd	0.494	A	0.531	A	0.471	A	0.495	A	0.534	A	0.477	A	0.495	A	0.534	A	0.477	A
Tyler Ave/Garvey Ave	0.637	B	1.061	F	0.762	C	0.640	B	1.072	F	0.783	C	0.640	B	1.072	F	0.783	C
Valley Blvd-Valley Mall/Ramona Blvd	0.609	B	0.757	C	0.760	C	0.613	B	0.773	C	0.788	C	0.613	B	0.773	C	0.788	C
Peck Rd/Lower Azusa Rd	0.817	D	0.948	E	0.788	C	0.819	D	0.953	E	0.797	C	0.819	D	0.953	E	0.797	C
Peck Rd/Ramona Blvd	0.653	B	0.999	E	0.739	C	0.656	B	1.006	F	0.751	C	0.656	B	1.006	F	0.751	C
Peck Rd/Valley Blvd	0.946	E	1.039	F	0.877	D	0.952	E	1.052	F	0.886	D	0.952	E	1.052	F	0.886	D
Peck Rd/Garvey Ave	0.844	D	0.911	E	0.805	D	0.847	D	0.918	E	0.818	D	0.847	D	0.918	E	0.818	D
Valley Blvd/Garvey Ave	0.643	B	0.841	D	0.742	C	0.646	B	0.851	D	0.755	C	0.646	B	0.851	D	0.755	C
Roseglen St-Durfee Ave/Lower Azusa Rd	0.596	A	0.656	B	0.501	A	0.597	A	0.658	B	0.504	A	0.597	A	0.658	B	0.504	A
Durfee Ave/Ramona Blvd	>50.0	F	37.7	E	22.2	C	>50.0	F	38.6	E	22.7	C	18.8	C	21.2	C	15.8	C
Baldwin Ave/Lower Azusa Rd	0.923	E	0.934	E	0.875	D	0.924	E	0.937	E	0.901	E	0.924	E	0.937	E	0.901	E
Gilman Rd/Ramona Blvd	0.620	B	0.630	B	0.594	A	0.621	B	0.632	B	0.597	A	0.621	B	0.632	B	0.597	A

Source: Linscott, Law & Greenspan 2014

Table 4.13-12
City of El Monte Year 2019 Future Conditions

Intersection	Without Project						With Project Build-Out						With Project Mitigation					
	AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour	
	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS
Rosemead Blvd (SR-164)/I-10 EB Ramps	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Rosemead Blvd (SR-164)/Telstar Ave	0.691	B	0.842	D	0.634	B	0.770	C	1.002	F	0.890	D	0.720	C	0.952	E	0.840	D
Rosemead Blvd (SR-164)/Whitmore St	0.670	B	0.851	D	0.586	A	0.679	B	0.866	D	0.613	B	0.679	B	0.866	D	0.613	B
Aerojet Ave-I-10 EB Ramps/Flair Dr	42.5	E	15.9	C	8.0	A	43.4	E	49.8	E	21.2	C	0.560	A	0.727	C	0.433	A
Aerojet Ave/Telstar Ave	34.0	D	48.2	E	9.5	A	38.6	E	>50.0	F	>50.0	F	0.567	A	0.846	D	0.739	C
Rio Hondo Ave/Flair Dr	11.5	B	10.8	B	8.6	A	13.7	B	18.8	C	14.2	B	13.7	B	18.8	C	14.2	B
Rio Hondo Ave/Telstar Ave	13.9	B	18.4	C	9.5	A	19.4	C	>50.0	F	>50.0	F	0.436	A	0.952	E	0.597	A
Fletcher Ave/Flair Dr	9.8	A	9.6	A	8.5	A	10.8	B	12.7	B	11.8	B	10.8	B	12.7	B	11.8	B
Fletcher Ave/Telstar Ave	12.9	B	12.6	B	8.6	A	13.1	B	13.3	B	8.8	A	13.1	B	13.3	B	8.8	B
Telstar Ave/Flair Dr	12.1	B	11.2	B	7.9	A	14.3	B	35.2	E	28.3	D	14.4	B	20.0	C	18.9	C
Baldwin Ave/Valley Blvd	0.969	E	0.966	E	0.796	C	0.973	E	0.990	E	0.810	D	0.973	E	0.990	E	0.810	D
Baldwin Ave/Loftus Dr	1.254	F	0.904	E	0.740	C	1.335	F	1.035	F	0.992	E	1.025	F	0.899	D	0.854	D
Baldwin Ave/Flair Dr-I-10 EB Ramps	>50.0	F	>50.0	F	>50.0	F	>50.0	F	>50.0	F	>50.0	F	0.855	D	1.141	F	0.932	E
Merced Ave/Garvey Ave	0.818	D	0.769	C	0.747	C	0.823	D	0.778	C	0.761	C	0.823	D	0.778	C	0.761	C
Santa Anita Ave/Lower Azusa Rd	0.931	E	0.993	E	0.960	E	0.937	E	1.000	E	0.977	E	0.937	E	1.000	E	0.977	E
Santa Anita Ave/Valley Blvd	1.021	F	0.974	E	0.886	D	1.033	F	0.994	E	0.918	E	1.033	F	0.994	E	0.918	E
Santa Anita Ave/Ramona Blvd	0.696	B	0.813	D	0.597	A	0.698	B	0.819	D	0.605	B	0.698	B	0.819	D	0.605	B
Santa Anita Ave/Garvey Ave	1.005	F	0.946	E	0.938	E	1.013	F	0.960	E	0.957	E	1.013	F	0.960	E	0.957	E
Tyler Ave/Valley Blvd	0.691	B	0.689	B	0.593	A	0.697	B	0.701	C	0.613	B	0.697	B	0.701	C	0.613	B
Tyler Ave/Ramona Blvd	0.503	A	0.540	A	0.479	A	0.504	A	0.544	A	0.486	A	0.504	A	0.544	A	0.486	A
Tyler Ave/Garvey Ave	0.649	B	1.084	F	0.777	C	0.657	B	1.097	F	0.801	D	0.657	B	1.097	F	0.801	D
Valley Blvd-Valley Mall/Ramona Blvd	0.621	B	0.772	C	0.774	C	0.627	B	0.792	C	0.806	D	0.627	B	0.792	C	0.806	D
Peck Rd/Lower Azusa Rd	0.834	D	0.968	E	0.805	D	0.837	D	0.974	E	0.814	D	0.837	D	0.974	E	0.814	D
Peck Rd/Ramona Blvd	0.666	B	1.021	F	0.754	C	0.671	B	1.029	F	0.768	C	0.671	B	1.029	F	0.768	C
Peck Rd/Valley Blvd	0.967	E	1.061	F	0.896	D	0.974	E	1.078	F	0.906	E	0.974	E	1.078	F	0.906	E
Peck Rd/Garvey Ave	0.861	D	0.931	E	0.822	D	0.866	D	0.940	E	0.837	D	0.866	D	0.940	E	0.837	D
Valley Blvd/Garvey Ave	0.656	B	0.859	D	0.757	C	0.661	B	0.873	D	0.773	C	0.661	B	0.873	D	0.773	C
Roseglen St-Durfee Ave/Lower Azusa Rd	0.608	B	0.669	B	0.511	A	0.609	B	0.672	B	0.515	A	0.609	B	0.672	B	0.515	A
Durfee Ave/Ramona Blvd	>50.0	F	41.7	E	23.4	C	>50.0	F	42.7	E	24.3	C	19.5	C	22.2	C	16.2	C
Baldwin Ave/Lower Azusa Rd	0.942	E	0.953	E	0.893	D	0.947	E	0.963	E	0.925	E	0.947	E	0.963	E	0.925	E
Gilman Rd/Ramona Blvd	0.633	B	0.642	B	0.606	B	0.634	B	0.645	B	0.610	B	0.634	B	0.645	B	0.610	B

Source: Linscott, Law & Greenspan 2014

Table 4.13-13
City of El Monte Year 2035 Future Conditions

Intersection	Without Project						With Project Build-Out						With Project Mitigation					
	AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour	
	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS
Rosemead Blvd (SR-164)/I-10 EB Ramps	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Rosemead Blvd (SR-164)/Telstar Ave	0.731	C	0.892	D	0.670	B	0.809	D	1.051	F	0.926	E	0.721	C	0.892	D	0.767	C
Rosemead Blvd (SR-164)/Whitmore St	0.707	C	0.898	D	0.618	B	0.715	C	0.914	E	0.646	B	0.715	C	0.914	E	0.646	B
Aerojet Ave-I-10 EB Ramps/Flair Dr	43.1	E	19.1	C	8.1	A	44.0	E	>50.0	F	22.2	C	0.588	A	0.760	C	0.440	A
Aerojet Ave/Telstar Ave	34.8	D	>50.0	F	9.8	A	41.1	E	>50.0	F	>50.0	F	0.595	A	0.884	D	0.747	C
Rio Hondo Ave/Flair Dr	11.8	B	11.0	B	8.6	A	14.1	B	19.7	C	14.2	B	14.1	B	19.7	C	14.2	B
Rio Hondo Ave/Telstar Ave	14.7	B	20.2	C	9.6	A	22.0	C	>50.0	F	>50.0	F	0.451	A	0.972	E	0.600	A
Fletcher Ave/Flair Dr	10.0	A	9.7	A	8.5	A	11.0	B	13.1	B	11.9	B	11.0	B	13.1	B	11.9	B
Fletcher Ave/Telstar Ave	13.4	B	13.2	B	8.6	A	13.7	B	13.7	B	8.8	A	13.7	B	13.7	B	8.8	A
Telstar Ave/Flair Dr	13.0	B	11.9	B	7.9	A	15.6	C	36.0	E	29.6	D	15.7	C	21.9	C	19.4	C
Baldwin Ave/Valley Blvd	1.020	F	1.019	F	0.839	D	1.025	F	1.043	F	0.854	D	1.025	F	0.892	D	0.854	D
Baldwin Ave/Loftus Dr	1.348	F	0.964	E	0.793	C	1.429	F	1.092	F	1.045	F	1.095	F	0.956	E	0.901	E
Baldwin Ave/Flair Dr-I-10 EB Ramps	>50.0	F	>50.0	F	>50.0	F	>50.0	F	>50.0	F	>50.0	F	0.899	D	1.203	F	0.974	E
Merced Ave/Garvey Ave	0.867	D	0.814	D	0.790	C	0.872	D	0.823	D	0.804	D	0.872	D	0.823	D	0.804	D
Santa Anita Ave/Lower Azusa Rd	0.987	E	1.052	F	1.017	F	0.993	E	1.059	F	1.035	F	0.993	E	1.059	F	1.035	F
Santa Anita Ave/Valley Blvd	1.081	F	1.027	F	0.931	E	1.093	F	1.048	F	0.963	E	1.050	F	1.012	F	0.911	E
Santa Anita Ave/Ramona Blvd	0.731	C	0.858	D	0.622	B	0.733	C	0.864	D	0.630	B	0.733	C	0.864	D	0.630	B
Santa Anita Ave/Garvey Ave	1.065	F	1.001	F	0.992	E	1.073	F	1.015	F	1.011	F	1.073	F	1.015	F	1.011	F
Tyler Ave/Valley Blvd	0.730	C	0.724	C	0.619	B	0.736	C	0.736	C	0.639	B	0.736	C	0.736	C	0.639	B
Tyler Ave/Ramona Blvd	0.530	A	0.568	A	0.502	A	0.531	A	0.572	A	0.509	A	0.531	A	0.572	A	0.509	A
Tyler Ave/Garvey Ave	0.686	B	1.151	F	0.822	D	0.693	B	1.164	F	0.846	D	0.693	B	1.164	F	0.846	D
Valley Blvd-Valley Mall/Ramona Blvd	0.656	B	0.814	D	0.816	D	0.662	B	0.835	D	0.848	D	0.662	B	0.835	D	0.848	D
Peck Rd/Lower Azusa Rd	0.885	D	1.028	F	0.853	D	0.887	D	1.033	F	0.862	D	0.887	D	1.033	F	0.862	D
Peck Rd/Ramona Blvd	0.704	C	1.084	F	0.798	C	0.709	C	1.092	F	0.812	D	0.709	C	1.092	F	0.812	D
Peck Rd/Valley Blvd	1.027	F	1.127	F	0.949	E	1.034	F	1.144	F	0.959	E	1.034	F	1.144	F	0.959	E
Peck Rd/Garvey Ave	0.913	E	0.988	E	0.871	D	0.918	E	0.997	E	0.887	D	0.918	E	0.997	E	0.887	D
Valley Blvd/Garvey Ave	0.693	B	0.910	E	0.801	D	0.698	B	0.924	E	0.817	D	0.698	B	0.924	E	0.817	D
Roseglen St-Durfee Ave/Lower Azusa Rd	0.643	B	0.708	C	0.539	A	0.644	B	0.711	C	0.543	A	0.644	B	0.711	C	0.543	A
Durfee Ave/Ramona Blvd	>50.0	F	>50.0	F	28.1	D	>50.0	F	>50.0	F	29.0	D	22.4	C	25.8	D	17.3	C
Baldwin Ave/Lower Azusa Rd	0.999	E	1.009	F	0.945	E	1.004	F	1.018	F	0.976	E	1.004	F	1.018	F	0.976	E
Gilman Rd/Ramona Blvd	0.670	B	0.680	B	0.641	B	0.671	B	0.683	B	0.645	B	0.671	B	0.683	B	0.645	B

Source: Linscott, Law & Greenspan 2014

As indicated in Tables 4.13-10 through 4.13-13, the proposed project is expected to create a significant impact at ten of the 31 City of El Monte study intersections during the weekday AM peak hour, weekday PM peak hour and/or Saturday Mid-Day peak hour in the year 2035 with project built-out conditions. Table 4.13-14 (City of El Monte Summary of Impacted Intersections) summarizes the ten intersections that are impacted. These intersections were selected based on the City of El Monte analysis methodology and threshold criteria.

**Table 4.13-14
City of El Monte Summary of Impacted Intersections**

Intersection	Peak Hour	Year 2014 with Project Condition	Years 2016 with Phase 1 Condition	Year 2019 with Project Build-Out Condition	Year 2035 with Project Build-Out Condition
Rosemead Blvd (SR-164)/Telstar Ave	PM	YES	---	YES	YES
Aerojet Ave/Flair Dr-I-10 EB Ramps	AM PM	YES YES	YES YES	--- YES	--- YES
Aerojet Ave/Telstar Ave	AM PM SAT	--- YES YES	YES YES YES	YES YES YES	YES YES YES
Rio Hondo Ave/Telstar Ave	PM SAT	YES YES	YES YES	YES YES	YES YES
Telstar Ave/Flair Dr	PM	---	---	YES	YES
Baldwin Ave/Valley Blvd	PM	---	---	---	YES
Baldwin Ave/Loftus Dr	AM PM SAT	YES --- ---	YES --- ---	YES YES ---	YES YES YES
Baldwin Ave/Flair Dr-I-10 EB Ramps	AM PM SAT	YES YES YES	YES YES YES	YES YES YES	YES YES YES
Santa Anita Ave/Valley Blvd	PM	---	---	---	YES
Durfee Ave/Ramona Blvd	AM PM	YES ---	YES ---	YES YES	YES YES

Source: Linscott, Law & Greenspan 2014

Of the 46 study intersections, one intersection is within the City of San Gabriel jurisdiction, 11 intersections are within the City of Rosemead jurisdiction, three intersections are within the City of South El Monte jurisdiction, one intersection is within the City of Arcadia jurisdiction, and four intersections are within the City of Temple City. Because five of the study intersections are within two jurisdictions, they have been analyzed separately in each of their respective jurisdictions. Table 4.13-15 (Other Jurisdictions Year 2014 Existing Conditions with Project), Table 4.13-16 (Other Jurisdictions Year 2016 Future Conditions), Table 4.13-17 (Other Jurisdictions Year 2019 Future Conditions), and Table 4.13-18 (Other Jurisdictions 2035 Future Conditions) summarize the level of service for AM peak hour, PM peak hour, and Saturday peak hour of existing/ambient growth, with project, and with project mitigation conditions for years 2014, 2016, 2019, and 2035. In addition, Table 4.13-19 (City of Temple City Year 2016 Future Conditions), Table 4.13-20 (City of Temple City Year 2019 Future Conditions), and Table 4.13-21 (City of Temple City Year 2035 Future Conditions) summarize the level of service for AM peak hour, PM peak hour, and Saturday peak hour of with project and with project mitigation conditions in years 2016, 2019, and 2035.

**Table 4.13-15
Other Jurisdictions Year 2014 Existing Conditions with Project**

Intersection	AM Peak Hour		PM Peak Hour		SAT Peak Hour	
	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS
<i>City of San Gabriel</i>						
San Gabriel Blvd/Valley Blvd	0.720	C	0.883	D	0.888	D
<i>City of Rosemead</i>						
Walnut Grove Ave/Valley Blvd	0.780	C	0.848	D	0.799	C
Walnut Grove Ave/Garvey Ave	0.774	C	0.943	E	0.771	C
Rosemead Blvd (SR-164)/Valley Blvd	0.905	E	0.914	E	0.942	E
Rosemead Blvd (SR-164)/Glendon Way-I-10 WB Ramps	0.814	D	0.903	E	0.837	D
Rosemead Blvd (SR-164)/I-10 EB Ramps	--	--	--	--	--	--
Rosemead (SR-164)/ Telstar Ave	0.913	E	1.055	F	0.963	E
Rosemead (SR-164)/Whitmore St	0.602	B	0.767	C	0.572	A
Temple City Blvd/Valley Blvd	0.962	E	0.788	C	0.656	B
Temple City Blvd/Loftus Dr	0.738	C	0.844	D	0.675	B
Temple City Blvd/I-10 WB Ramps	12.7	B	18.1	C	15.5	C
Olney St	0.741	--	0.824	--	0.753	--
Rosemead Blvd (SR-164)/Lower Azusa Rd	0.864	D	0.850	D	0.795	C
<i>City of South El Monte</i>						
Rosemead (SR-164)/Garvey Ave	0.902	E	0.930	E	0.948	E
Chico Ave/Garvey Ave	0.558	A	0.687	B	0.744	C
Rosemead Blvd (SR-164)/Rush St	0.818	D	0.825	D	0.647	B
<i>City of Arcadia</i>						
Roseglen St-Durfee Ave/Lower Azusa Rd	0.579	A	0.636	B	0.492	A
Source: Linscott, Law & Greenspan 2014						

**Table 4.13-16
Other Jurisdictions Year 2016 Future Conditions**

Intersection	Without Project						With Project						With Project Mitigation						
	AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour		
	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	
<i>City of San Gabriel</i>																			
San Gabriel Blvd/Valley Blvd	0.926	E	1.085	F	1.109	F	0.927	E	1.087	F	1.113	F	0.927	E	1.087	F	1.113	F	
<i>City of Rosemead</i>																			
Walnut Grove Ave/Valley Blvd	0.857	D	0.900	D	0.879	D	0.858	D	0.905	E	0.889	D	0.858	D	0.905	E	0.889	D	
Walnut Grove Ave/Garvey Ave	0.835	D	1.038	F	0.869	D	0.837	D	1.042	F	0.875	D	0.837	D	1.042	F	0.875	D	
Rosemead Blvd (SR-164)/Valley Blvd	0.959	E	0.959	E	0.956	E	0.966	E	0.979	E	0.992	E	0.966	E	0.979	E	0.992	E	
Rosemead Blvd (SR-164)/Glendon Way-I-10 WB Ramps	0.840	D	0.871	D	0.801	D	0.851	D	0.926	E	0.846	D	0.851	D	0.926	E	0.846	D	
Rosemead Blvd (SR-164)/I-10 EB Ramps	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Rosemead (SR-164)/ Telstar Ave	0.678	B	0.825	D	0.621	B	0.731	C	0.957	E	0.852	D	0.731	C	0.957	E	0.852	D	
Rosemead (SR-164)/Whitmore St	0.658	B	0.834	D	0.574	A	0.665	B	0.847	D	0.598	A	0.665	B	0.847	D	0.598	A	
Temple City Blvd/Valley Blvd	1.024	F	0.977	E	0.705	C	1.025	F	0.979	E	0.708	C	1.025	F	0.979	E	0.708	C	
Temple City Blvd/Loftus Dr	0.838	D	0.880	D	0.703	C	0.841	D	0.887	D	0.716	C	0.841	D	0.887	D	0.716	C	
Temple City Blvd/I-10 WB Ramps	13.4	B	24.3	C	16.9	C	13.4	B	24.3	C	16.9	C	13.4	B	24.3	C	16.9	C	
Olney St	0.790	--	0.856	--	0.642	--	0.836	--	0.856	--	0.766	--	0.836	--	0.856	--	0.766	--	
Rosemead Blvd (SR-164)/Lower Azusa Rd	0.924	E	0.915	E	0.857	D	0.926	E	0.922	E	0.869	D	0.926	E	0.922	E	0.869	D	
<i>City of South El Monte</i>																			
Rosemead (SR-164)/Garvey Ave	0.952	E	1.002	F	0.966	E	0.962	E	1.009	F	1.000	E	0.912	E	0.959	E	0.950	E	
Chico Ave/Garvey Ave	0.573	A	0.713	C	0.758	C	0.578	A	0.722	C	0.773	C	0.578	A	0.722	C	0.773	C	
Rosemead Blvd (SR-164)/Rush St	0.841	D	0.841	D	0.659	B	0.842	D	0.844	D	0.663	B	0.842	D	0.844	D	0.663	B	
<i>City of Arcadia</i>																			
Roseglen St-Durfee Ave/Lower Azusa Rd	0.596	A	0.656	B	0.501	A	0.597	A	0.658	B	0.504	A	0.597	A	0.658	B	0.504	A	

Source: Linscott, Law & Greenspan 2014

**Table 4.13-17
Other Jurisdictions Year 2019 Future Conditions With Project**

Intersection	Without Project						With Project						With Project Mitigation					
	AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour	
	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS
<i>City of San Gabriel</i>																		
San Gabriel Blvd/Valley Blvd	0.942	E	1.105	F	1.129	F	0.944	E	1.109	F	1.134	F	0.944	E	1.109	F	1.134	F
<i>City of Rosemead</i>																		
Walnut Grove Ave/Valley Blvd	0.874	D	0.918	E	0.896	D	0.878	D	0.925	E	0.907	E	0.878	D	0.925	E	0.907	E
Walnut Grove Ave/Garvey Ave	0.852	D	1.060	F	0.885	D	0.855	D	1.064	F	0.892	D	0.855	D	1.064	F	0.892	D
Rosemead Blvd (SR-164)/Valley Blvd	0.979	E	0.978	E	0.976	E	0.991	E	1.004	F	1.016	F	0.941	E	0.954	E	0.966	E
Rosemead Blvd (SR-164)/Glendon Way-I-10 WB Ramps	0.858	D	0.889	D	0.818	D	0.870	D	0.952	E	0.871	D	0.870	D	0.952	E	0.871	D
Rosemead Blvd (SR-164)/I-10 EB Ramps	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Rosemead (SR-164)/ Telstar Ave	0.691	B	0.842	D	0.634	B	0.770	C	1.002	F	0.890	D	0.720	C	0.952	E	0.840	D
Rosemead (SR-164)/Whitmore St	0.670	B	0.851	D	0.586	A	0.679	B	0.866	D	0.613	B	0.679	B	0.866	D	0.613	B
Temple City Blvd/Valley Blvd	1.045	F	0.994	E	0.719	C	1.047	F	0.997	E	0.723	C	1.047	F	0.997	E	0.723	C
Temple City Blvd/Loftus Dr	0.854	D	0.898	D	0.717	C	0.858	D	0.908	E	0.732	C	0.858	D	0.908	E	0.732	C
Temple City Blvd/I-10 WB Ramps	13.6	B	25.0	C	17.3	C	13.6	B	25.0	C	17.3	C	13.6	B	25.0	C	17.3	C
Olney St	0.805	--	0.871	--	0.654	--	0.856	--	0.876	--	0.795	--	0.856	--	0.876	--	0.795	--
Rosemead Blvd (SR-164)/Lower Azusa Rd	0.943	E	0.933	E	0.874	D	0.948	E	0.942	E	0.888	D	0.948	E	0.942	E	0.888	D
<i>City of South El Monte</i>																		
Rosemead (SR-164)/Garvey Ave	0.972	E	1.023	F	0.986	E	0.987	E	1.031	F	1.027	F	0.937	E	0.981	E	0.977	E
Chico Ave/Garvey Ave	0.584	A	0.728	C	0.773	C	0.590	A	0.738	C	0.791	C	0.590	A	0.738	C	0.791	C
Rosemead Blvd (SR-164)/Rush St	0.859	D	0.859	D	0.672	B	0.860	D	0.864	D	0.678	B	0.860	D	0.864	D	0.678	B
<i>City of Arcadia</i>																		
Roseglen St-Durfee Ave/Lower Azusa Rd	0.608	B	0.669	B	0.511	A	0.609	B	0.672	B	0.515	A	0.609	B	0.672	B	0.515	A

Source: Linscott, Law & Greenspan 2014

**Table 4.13-18
Other Jurisdictions Year 2035 Future Conditions With Project**

Intersection	Without Project						With Project						With Project Mitigation					
	AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour	
	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS
<i>City of San Gabriel</i>																		
San Gabriel Blvd/Valley Blvd	0.987	E	1.162	F	1.184	F	0.989	E	1.166	F	1.190	F	0.989	E	1.166	F	1.190	F
<i>City of Rosemead</i>																		
Walnut Grove Ave/Valley Blvd	0.924	E	0.971	E	0.947	E	0.927	E	0.978	E	0.958	E	0.927	E	0.978	E	0.958	E
Walnut Grove Ave/Garvey Ave	0.901	E	1.121	F	0.932	E	0.904	E	1.126	F	0.939	E	0.904	E	1.126	F	0.939	E
Rosemead Blvd (SR-164)/Valley Blvd	1.037	F	1.036	F	1.033	F	1.049	F	1.062	F	1.074	F	0.999	E	1.012	F	1.024	F
Rosemead Blvd (SR-164)/Glendon Way-I-10 WB Ramps	0.910	E	0.944	E	0.868	D	0.921	E	1.006	F	0.918	E	0.871	D	0.956	E	0.868	D
Rosemead Blvd (SR-164)/I-10 EB Ramps	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Rosemead (SR-164)/ Telstar Ave	0.731	C	0.892	D	0.670	B	0.809	D	1.051	F	0.926	E	0.721	C	0.892	D	0.767	C
Rosemead (SR-164)/Whitmore St	0.707	C	0.898	D	0.618	B	0.715	C	0.914	E	0.646	B	0.715	C	0.914	E	0.646	B
Temple City Blvd/Valley Blvd	1.108	F	1.045	F	0.759	C	1.110	F	1.047	F	0.763	C	1.110	F	1.047	F	0.763	C
Temple City Blvd/Loftus Dr	0.900	D	0.952	E	0.759	C	0.904	E	0.962	E	0.773	C	0.904	E	0.962	E	0.773	C
Temple City Blvd/I-10 WB Ramps	14.2	B	27.5	D	18.5	C	14.2	B	27.5	D	18.5	C	14.2	B	27.5	D	18.5	C
Olney St	0.849	--	0.915	--	0.690	--	0.899	--	0.922	--	0.832	--	0.899	--	0.922	--	0.832	--
Rosemead Blvd (SR-164)/Lower Azusa Rd	0.999	E	0.988	E	0.924	E	1.003	F	0.996	E	0.938	E	1.003	F	0.996	E	0.938	E
<i>City of South El Monte</i>																		
Rosemead (SR-164)/Garvey Ave	1.030	F	1.083	F	1.046	F	1.045	F	1.092	F	1.086	F	0.995	E	1.042	F	1.036	F
Chico Ave/Garvey Ave	0.617	B	0.770	C	0.819	D	0.623	B	0.781	C	0.837	D	0.623	B	0.781	C	0.837	D
Rosemead Blvd (SR-164)/Rush St	0.881	D	0.882	D	0.682	B	0.883	D	0.887	D	0.688	B	0.883	D	0.887	D	0.688	B
<i>City of Arcadia</i>																		
Roseglen St-Durfee Ave/Lower Azusa Rd	0.643	B	0.708	C	0.539	A	0.644	B	0.711	C	0.543	A	0.644	B	0.711	C	0.543	A

Source: Linscott, Law & Greenspan 2014

**Table 4.13-19
City of Temple City Year 2016 Future Conditions With Project**

Intersection	Without Project						With Project						With Project Mitigation					
	AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour	
	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS
Temple City Blvd/Lower Azusa Rd	0.734	C	0.907	E	0.756	C	0.735	C	0.909	E	0.759	C	0.735	C	0.909	E	0.759	C
Rosemead Blvd (SR-164)/Las Tunas Dr	0.839	D	0.929	E	0.814	D	0.843	D	0.936	E	0.826	D	0.843	D	0.936	E	0.826	D
Baldwin Ave/Olive St	0.451	A	0.474	A	0.485	A	0.452	A	0.475	A	0.486	A	0.452	A	0.475	A	0.486	A
Baldwin Ave/Lower Azusa Rd	0.886	D	0.871	D	0.818	D	0.887	D	0.880	D	0.844	D	0.837	D	0.830	D	0.794	C

Source: Linscott, Law & Greenspan 2014

**Table 4.13-20
City of Temple City Year 2019 Future Conditions With Project**

Intersection	Without Project						With Project						With Project Mitigation					
	AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour	
	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS
Temple City Blvd/Lower Azusa Rd	0.749	C	0.927	E	0.772	C	0.751	C	0.930	E	0.776	C	0.751	C	0.930	E	0.776	C
Rosemead Blvd (SR-164)/Las Tunas Dr	0.857	D	0.950	E	0.832	D	0.862	D	0.959	E	0.845	D	0.862	D	0.959	E	0.845	D
Baldwin Ave/Olive St	0.460	A	0.483	A	0.495	A	0.461	A	0.485	A	0.497	A	0.461	A	0.485	A	0.497	A
Baldwin Ave/Lower Azusa Rd	0.906	E	0.890	D	0.836	D	0.910	E	0.905	E	0.867	D	0.860	D	0.855	D	0.817	D

Source: Linscott, Law & Greenspan 2014

**Table 4.13-21
City of Temple City Year 2035 Future Conditions With Project**

Intersection	Without Project						With Project						With Project Mitigation					
	AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour		AM Peak Hour		PM Peak Hour		SAT Peak Hour	
	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS
Temple City Blvd/Lower Azusa Rd	0.795	C	0.986	E	0.819	D	0.797	C	0.988	E	0.823	D	0.797	C	0.988	E	0.823	D
Rosemead Blvd (SR-164)/Las Tunas Dr	0.911	E	1.010	F	0.883	D	0.915	E	1.019	F	0.897	D	0.915	E	1.019	F	0.897	D
Baldwin Ave/Olive St	0.485	A	0.510	A	0.522	A	0.486	A	0.512	A	0.525	A	0.486	A	0.512	A	0.525	A
Baldwin Ave/Lower Azusa Rd	0.963	E	0.946	E	0.888	D	0.967	E	0.961	E	0.919	E	0.917	E	0.911	E	0.869	D

Source: Linscott, Law & Greenspan 2014

As indicated in Tables 4.13-15 through 4.13-21, the proposed project is expected to create a significant impact at five of the 20 Other Jurisdiction study intersections during the weekday AM peak hour, weekday PM peak hour and/or Saturday mid-day peak hour in the year 2035 with project built-out conditions. Table 4.13-22 (Other Jurisdictions Summary of Impacted Intersections) summarizes the five intersections that are impacted. These intersections were selected based on the City of San Gabriel, City of Rosemead, City of South El Monte, City of Arcadia, and City of Temple City analysis methodologies and threshold criteria.

**Table 4.13-22
Other Jurisdictions Summary of Impacted Intersections**

Intersection	Peak Hour	Year 2014 with Project Condition	Years 2016 with Phase 1 Condition	Year 2019 with Project Build-Out Condition	Year 2035 with Project Build-Out Condition
<i>City of Rosemead</i>					
Rosemead Blvd (SR-164)/Valley Blvd	PM SAT	---	---	YES YES	YES YES
Rosemead Blvd (SR-164)/Glendon Way-I-10 WB Ramps	PM	---	---	---	YES
<i>City of South El Monte</i>					
Rosemead Blvd (SR-164)/Garvey Ave	AM PM SAT	YES YES YES	YES YES YES	YES YES YES	YES YES YES
<i>City of Temple City</i>					
Baldwin Ave/Lower Azusa Rd	PM SAT	---	---	YES YES	YES YES
Source: Linscott, Law & Greenspan 2014					

Based on the traffic analyses for all 46 intersections in the City of El Monte and other jurisdictions, it was determined that the proposed project will result in direct, significant impacts at eight (8) intersections and contribute to significant cumulative traffic impacts at two (2) additional intersections in the “Year 2016 Future Conditions with Project Phase I” condition. The proposed project will result in direct, significant traffic impacts at 11 intersections and contribute to significant cumulative traffic impacts at two (2) additional intersections in the “Year 2019 Future Conditions with Project Build-out” condition. In addition, the proposed project will result in direct, significant traffic impacts at 14 intersections and contribute to significant cumulative traffic impacts at two (2) additional intersections in the “Year 2035 Future Conditions with Project Build-out” condition. And for informational purposes, it was determined that the proposed project could result in significant traffic impacts at eight (8) intersections in the “Year 2014 Existing Conditions with Project Build-out” condition.

TRANSPORTATION MITIGATION PROGRAM

Transportation mitigation measures typically consist of improvements such as transportation demand management measures aimed at reducing overall trip generation, traffic signal installations/modifications, intersection restriping and roadway widening to accommodate additional travel lanes and overall traffic signal coordination systems. Development and implementation of traffic signal system enhancements through an Intelligent Transportation System (ITS) network has documented benefits in improving vehicle delays and reducing traffic congestion. Pursuant to Chapter 5.92 of the El Monte Municipal Code, the project will be subject to the incorporation of transportation demand management measures as a nonresidential development over 100,000 square feet (see Section 5.92.020.B.3 et seq). The list of measures that will be required to be incorporated into the project is extensive and includes a rideshare program, bicycle facilities, pedestrian access, transit improvements, and information dissemination.

ITS improvements include Caltran’s Traffic Signal Management and Surveillance System (TSMSS) Project, physical transportation mitigations including restriping, install traffic signals, and etc, transportation demand management measures, and fair-share contribution percentages.

The City of El Monte General Plan (“Vision El Monte”) Circulation Element highlights its Goal C-3, which states the following, “A well-managed traffic management system that maximizes the operational efficiency of existing roadways, encourages the balance of transportation modes, and improves the safety and livability of neighborhoods.” Specifically, Goal C-3.6, Traffic Signal Management notes, “Pursue development and implementation of a Traffic Management System, with a traffic management center in the City or a joint center with adjacent jurisdictions and/or the County of Los Angeles, to coordinate and manage the City’s traffic signal system, integrate operations on City streets, and implement advanced traffic management technologies where appropriate.”

The El Monte General Plan notes that El Monte participates in the San Gabriel Valley Transportation Forum (SGVTF) to address the creation of an ITS. The SGVTF’s purpose is to design, develop and deploy an advanced traffic management system specifically so that traffic signals can be synchronized and ITS can be integrated across jurisdictional boundaries. Synchronizing traffic signals along arterials and optimizing signal settings will result in smoother traffic flows and reduced idling. This will in turn save travel time, diminish wear and tear on vehicles and further reduce emissions. The City of El Monte is committed to exploring and utilizing feasible technologies in traffic detection and operational management. The Circulation Element notes that this could entail traffic monitoring, signal coordination, traffic signal synchronization, bus priority schemes, dynamic electronic signage and smart pedestrian crossings. The Circulation Element proposes policies to support ITS and programs to develop and implement a system for El Monte in conjunction with neighboring communities in the San Gabriel Valley. Policies in “Vision El Monte” are included for the City to pursue both the development and implementation of a Traffic Management System.

Similar references to traffic signal management and synchronization systems are contained in several other surrounding jurisdictions’ General Plans (e.g., City of Rosemead, City of Temple City, City of South El Monte, etc.). As ITS improvements must be installed on a corridor and system-wide level to realize the full benefit and they have been determined to be beyond the responsibility of a single project applicant, a fair-share contribution is required (see Mitigation Measure 4.13.A-1). The following sections identify specifically which mitigation measures have been considered for each significantly impacted intersection location.

CITY OF EL MONTE TRANSPORTATION MITIGATION MEASURES

Mitigation for Intersection No. 7, Rosemead Boulevard/Telstar Avenue: 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.

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, impacts remain significant and unavoidable. The requirement for fair-share payments has been incorporated as Mitigation Measure 4.13.A-1.

Mitigation for Intersection No. 10, Aerojet Avenue/Flair Drive I-10 Eastbound Ramps (Direct Project Mitigation): 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. The 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). The requirement for completion of these improvements has been incorporated as Mitigation Measure 4.13.A-2. The project proponent must make every effort to construct the improvement prior to issuance of occupancy permits for the outlet mall.

Mitigation for Intersection No. 11, Aerojet Avenue/Telstar Avenue (Direct Project Mitigation): 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. The requirement for completion of these improvements has been incorporated as Mitigation Measure 4.13.A-3.

Mitigation for Intersection No. 13, Rio Hondo Avenue/Telstar Avenue (Direct Project Mitigation): Mitigation for this intersection consists of 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. Adequate curb-to-curb width exists to accommodate the above measures and a new traffic signal at this location would fall approximately 1,300 east of Aerojet Avenue and 1,300 feet west of Fletcher Avenue. The Peak Hour Traffic Volume Warrant is satisfied for the intersection for the year 2019 with Project Build-out condition. Implementation of this mitigation measure is expected to reduce the project's traffic impacts to less than significant levels. The requirement for completion of these improvements has been incorporated as Mitigation Measure 4.13.A-4.

Mitigation for Intersection No. 16, Telstar Avenue/Flair Drive (Direct Project Mitigation): 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. Adequate curb-to-curb width exists to accommodate the above measures. Implementation of this mitigation measure is expected to reduce the project's traffic impacts to less than significant levels. The requirement for completion of these improvements has been incorporated as Mitigation Measure 4.13.A-5.

Mitigation for Intersection No. 22, Baldwin Avenue/Valley Boulevard (Direct Project Mitigation): Mitigation for this intersection consists of a portion of the improvement listed in the City of El Monte General Plan Circulation Element. Mitigation for this intersection consists of 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. It is important to note that only the General Plan eastbound improvement is needed and not the westbound improvement which consists of implementing the full six-lane cross section along Valley Boulevard at Baldwin Avenue. Implementation of this mitigation measure would require the restriction of on-street

parking during the PM peak hour, along the south side of Valley Boulevard both east and west of Baldwin Avenue. This improvement is expected to reduce the project's significant traffic impacts to less than significant levels. The requirement for construction of these improvements has been incorporated as Mitigation Measure 4.13.A-6.

Mitigation for Intersection No. 23, Baldwin Avenue/Loftus Drive: Mitigation for this intersection could consist of the installation of an additional southbound through lane. It is important to note that the southbound improvement for this intersection is consistent with a portion of the improvement contained in the City of El Monte General Plan Circulation Element. The southbound improvement would require roadway widening and restriping and would result in the conversion of the approach from one left-turn lane, one through lane and one right-turn only lane to one left-turn lane, two through lanes and one right-turn only lane. A traffic signal modification would also be required since the southwest corner of the intersection would need to be widened. Since this widening improvement is a portion of the City's long-term General Plan improvement measure, 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, the City is not permitted to hold fair-share payments for longer than ten years and considering this improvement may not occur until 2035, there is no funding mechanism to ensure the project's fair-share contribution is applied to future improvements at this intersection. Impacts remain significant and unavoidable. The requirement for fair-share payments has been incorporated as Mitigation Measure 4.13.A-1.

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 yet been entitled. The 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). The requirement for fair-share payments has been incorporated as Mitigation Measure 4.13.A-1.

Mitigation for Intersection No. 27, Santa Anita Avenue/Valley Boulevard (Direct Project Mitigation): This intersection is identified as an enhanced intersection location in the City of El Monte General Plan Circulation Element. Mitigation for this intersection consists of the conversion of the southbound right-turn only lane to a shared through-right turn lane. The measure can be accommodated within the existing right-of-way and would involve roadway restriping and implementation of a short red curb zone (i.e., approximately 50 feet) along the west side of Santa Anita Avenue just south of Valley Boulevard. It is noted that the commercial development on the southeast corner of the intersection does have an off-street parking lot that is anticipated to accommodate the demand associated with the two on-street parking spaces. In addition, this mitigation is consistent with the number of southbound through lanes provided along the Santa Anita Avenue corridor south of the Valley Mall intersection, which is located just south of Valley Boulevard, and is expected to reduce the project's impacts to less than significant levels. The requirement for construction of these improvements has been incorporated as Mitigation Measure 4.13.A-7.

Mitigation for Intersection No. 40, Durfee Avenue/Ramona Boulevard (Direct Project Mitigation): Mitigation for this intersection involves a minor restriping of the existing two-way left-turn area on Ramona Boulevard, west of Durfee Avenue. The existing two-way left-turn lane on Ramona Boulevard currently is not striped to allow direct entry of northbound left-turning Durfee Avenue motorists. Thus, a northbound left-turning vehicle (i.e., a motorist destined to

westbound Ramona Boulevard) must wait for an acceptable gap in both the opposing eastbound and westbound through traffic volumes. By restriping the eastern end of the two-way left turn lane (just west of Durfee Avenue) to allow legal entry for northbound left-turning motorists, a formal two-stage gap acceptance can be provided, thus decreasing significantly the northbound approach vehicle delays. In other words, through this minor roadway restriping, a northbound left-turning motorist on Durfee Avenue can legally turn into the two-way left turn lane west of the intersection and correspondingly only require an acceptable gap in the opposing eastbound through traffic flow, and not in both the opposing eastbound and westbound traffic flows. This improvement is expected to reduce the project's significant traffic impacts to less than significant levels. The requirement for construction of these improvements has been incorporated as Mitigation Measure 4.13.A-8.

OTHER JURISDICTION TRANSPORTATION MITIGATION MEASURES

Improvements to intersections in other jurisdictions cannot be guaranteed because those improvements are ultimately under the control of the local jurisdiction and not the City of El Monte. Mitigation Measure 4.13.A-9 has been incorporated requiring the City to coordinate with local jurisdictions and Caltrans to complete the recommended improvements; however, there is no guarantee the local jurisdiction and/or Caltrans will have those improvements completed, establish development impact fees with proposer nexus to ensure those improvements over the long-term, or accept fair-share payments at those intersections. Mitigation Measure 4.13.A-10 has been incorporated to ensure that the City's development impact fees are updated to reflect the project traffic study.

The City has made a commitment to coordinate street system improvements with local and regional transportation efforts and in turn surrounding jurisdictions and Caltrans should mutually coordinate with the City to ensure that improvements to regionally facilities within and outside of the City are planned and funded to ensure adequate performance. Currently, there is no mechanism or agreement in place that can guarantee development fair share payments will be allocated to improvement of State facilities and thus regional improvements and coordination cannot be guaranteed at this time. Furthermore, there is no mechanism to compel other jurisdictions to contribute to improvements to state facilities. Considering that the project contribution to local and regional improvements necessary to ensure adequate performance of transportation facilities impacts cannot be specifically implemented, impacts remain significant and unavoidable after consideration of mitigation.

CITY OF ROSEMEAD

Intersection No. 4, Rosemead Boulevard (SR-164)/Valley Boulevard: Based on a review of the City of Rosemead General Plan Update document as adopted by Rosemead City Council on April 13, 2010, implementation of corridor traffic signal synchronization with adaptive control technology is proposed along a total of five major corridors within the City Rosemead. Rosemead Boulevard between Lower Azusa Road and Whitmore Street is shown in the General Plan as one of the five corridors recommended for signal synchronization. The following language is quoted from the City of Rosemead General Plan Update Circulation Chapter:

"Adaptive signal control technologies have the goals of reducing travel times, vehicle delay, and overall congestion. According to studies conducted by the City of Los Angeles Department of Transportation (LADOT), increases in roadway capacity by as much as ten percent can be achieved through the implementation of these signal system technologies. This gain appears in the form of less congestion, delays, and stops at the included roadway intersections. Corridor synchronization improvements, however, can only be effective in implementation where there are multiple traffic signals along a corridor that can facilitate movements of platoons of vehicles while minimizing delay on the major street... Local implementation of such a system in Rosemead can be implemented as an extension of the Intelligent Transportation System (ITS) projects currently being planned and implemented by the County of Los Angeles Department of Public Works. Rosemead will become part of the San Gabriel Valley ITS system, and would potentially have the ability (with additional funding sources) to build upon the initial subregional system set up by the County."

As previously mentioned, discussions with Caltrans staff have indicated that Rosemead Boulevard is planned for a future traffic signal synchronization project under their TSMSS. This intersection is shared jurisdiction between City of Rosemead and Caltrans. While the City of Rosemead General Plan Update indicates that as much as a ten percent

capacity improvement can be achieved, in order to provide a conservative analysis only a five percent (5%) capacity enhancement and overall reduction in delay has been assumed with this synchronization system. For informational purposes, based on discussions with City of Rosemead staff, the City's Los Angeles County Metropolitan Transportation Authority (Metro) 2011 Call for Projects application for the Valley Boulevard Capacity Enhancement Project (between Temple City Boulevard on the east and Charlotte Avenue on the west) was reviewed and approved by Metro. While no conceptual plans are available at this time, the application noted that the design and construction would consist of additional travel lanes and center medians along Valley Boulevard. Since it is not able to be determined at this time if any specific improvements will be possible at the Rosemead Boulevard intersection (as it is under shared jurisdiction with Caltrans) only the ITS improvement is recommended as mitigation. As ITS improvements must be installed on a corridor and system-wide level to realize the full benefit and they have been determined to be beyond the responsibility of a single project applicant, a fair-share contribution by the project applicant will be made.

Intersection No. 5, Rosemead Boulevard (SR-164)/Glendon Way-I-10 Westbound Ramps: Based on a review of the City of Rosemead General Plan Update document as adopted by Rosemead City Council on April 13, 2010, implementation of corridor traffic signal synchronization with adaptive control technology is proposed along a total of five major corridors within the City Rosemead. Rosemead Boulevard between Lower Azusa Road and Whitmore Street is shown in the General Plan as one of the five corridors recommended for signal synchronization. The following language is quoted from the City of Rosemead General Plan Update Circulation Chapter:

“Adaptive signal control technologies have the goals of reducing travel times, vehicle delay, and overall congestion. According to studies conducted by the City of Los Angeles Department of Transportation (LADOT), increases in roadway capacity by as much as ten percent can be achieved through the implementation of these signal system technologies. This gain appears in the form of less congestion, delays, and stops at the included roadway intersections. Corridor synchronization improvements, however, can only be effective in implementation where there are multiple traffic signals along a corridor that can facilitate movements of platoons of vehicles while minimizing delay on the major street... Local implementation of such a system in Rosemead can be implemented as an extension of the Intelligent Transportation System (ITS) projects currently being planned and implemented by the County of Los Angeles Department of Public Works. Rosemead will become part of the San Gabriel Valley ITS system, and would potentially have the ability (with additional funding sources) to build upon the initial subregional system set up by the County.”

As previously mentioned, discussions with Caltrans staff have indicated that Rosemead Boulevard is planned for a future traffic signal synchronization project under their TSMSS. This intersection is shared jurisdiction between City of Rosemead and Caltrans. While the City of Rosemead General Plan Update indicates that as much as a ten percent capacity improvement can be achieved, in order to provide a conservative analysis only a five percent (5%) capacity enhancement and overall reduction in delay has been assumed with this synchronization system. As ITS improvements must be installed on a corridor and system-wide level to realize the full benefit and they have been determined to be beyond the responsibility of a single project applicant, a fair-share contribution by the project applicant will be made. While these improvements are expected to reduce the project's traffic impacts to less than significant levels, due to the fact that the construction of the improvement is not entirely within the City of El Monte's control (since the intersection is currently operating under shared jurisdiction between the City of Rosemead and Caltrans), it has been conservatively assumed that impacts remain significant and unavoidable.

Intersection No. 7, Rosemead Boulevard/Telstar Avenue (Shared Jurisdiction between Cities of Rosemead and El Monte and Caltrans): Based on discussions with City of Rosemead staff, while the City of Rosemead borders this intersection to the west, it has been clarified that the responsibility for the on-going maintenance and operations is shared between the jurisdictions of the City of El Monte and Caltrans. As such, refer to the City of El Monte Transportation Mitigation Summary section.

CITY OF SOUTH EL MONTE

Intersection No. 9, Rosemead Boulevard (SR-164)/Garvey Avenue: The South El Monte General Plan Circulation Element contains policies as it relates to each of the City's transportation goals. Goal 2.0 of the General Plan Circulation Element states, “Maintain easy, convenient access to and from South El Monte via the Pomona Freeway and Rosemead

Boulevard.” More specifically, Policy 2.2 states, “Support Caltrans efforts to facilitate smooth traffic flow along Rosemead Boulevard.”

As previously mentioned, discussions with Caltrans staff have indicated that Rosemead Boulevard is planned for a future traffic signal synchronization project under their TSMSS and would initially extend between the I-10 Freeway in the City of El Monte to the southern City of El Monte City limit, with plans to eventually connect to the SR-60 Freeway. As such, this intersection would fall within these extents of the synchronization system and is operating under shared jurisdiction between the City of South El Monte and Caltrans. While other cities (e.g., the City of Rosemead) note in their General Plan that as much as a ten percent capacity improvement can be achieved with signal synchronization, in order to provide a conservative analysis only a five percent (5%) capacity enhancement and overall reduction in delay has been assumed with the Caltrans TSMSS. As ITS improvements must be installed on a corridor and system-wide level to realize the full benefit and they have been determined to be beyond the responsibility of a single project applicant, a fair-share contribution by the project applicant will be made.

CITY OF TEMPLE CITY

Intersection No. 18, Temple City Boulevard/Lower Azusa Road: The proposed project is expected to contribute to a significant cumulative traffic impact at this intersection during all analysis scenarios based on the City of Temple City analysis methodology and criteria, which is consistent with methodologies employed by Los Angeles County. As noted in the City of Temple City General Plan, the Temple City Boulevard corridor (i.e., specifically the Temple City Boulevard/Lower Azusa Road intersection) was noted for improvement via installation of a new traffic signal controller with the NIC coordination module, new conduit, and loop detection. The City’s current General Plan was adopted in April 1987 and it is assumed that the improvements noted above have since been installed as presence loop detection was noted in field documentation efforts.

In late 2014, the City is beginning its General Plan update process (i.e., referred to as “Temple City 2050 - Mid-Century Plan”). While that effort is projected to extend into year 2016, it is expected that the Temple City Boulevard and/or Lower Azusa Road corridors will be included in a future traffic signal synchronization project, either through joint efforts with Caltrans and/or other jurisdictions, agencies, e.g., Los Angeles County. The County of Los Angeles currently has a comprehensive traffic signal synchronization system and information exchange network in place (including the operation of the LA County Traffic Management Center) and is continuing to expand to incorporate additional areas.

As noted above, while other cities note in their General Plans that as much as a ten percent capacity improvement can be achieved with signal synchronization (e.g., the City of Rosemead), in order to provide a conservative analysis only a five percent (5%) capacity enhancement and overall reduction in delay has been assumed with a future adaptive traffic signal synchronization system upgrade. In addition, an eastbound right-turn only lane can be restriped. As ITS improvements must be installed on a corridor and system-wide level to realize the full benefit and they have been determined to be beyond the responsibility of a single project applicant, a fair-share contribution by the project applicant will be made.

Finally, it is important to note that additional right-of-way appears quite limited in order to provide additional through travel lanes. In addition, the update to City’s General Plan Circulation Element will likely contain specific goals and policy descriptions, including complete streets components (e.g., added bicycle lanes, increased transit accessibility, wider sidewalks to better enhance pedestrian circulation, etc.) that would likely render additional roadway widenings as being in conflict with other stated goals and policies of the City’s General Plan.

Intersection No. 41, Rosemead Boulevard (SR-164)/Las Tunas Drive: As noted in the Temple City General Plan, Rosemead Boulevard is planned for a future traffic signal synchronization project either through joint efforts with Caltrans and/or other jurisdictions, agencies, e.g., Los Angeles County. The County of Los Angeles currently has a comprehensive traffic signal synchronization system and information exchange network in place (including the operation of the LA County Traffic Management Center) and is continuing to expand to incorporate additional areas. Further, Rosemead Boulevard within the City of Temple City is no longer under shared jurisdiction with Caltrans as previously

noted in the City's General Plan. While other cities (e.g., the City of Rosemead) note in their General Plan that as much as a ten percent capacity improvement can be achieved with signal synchronization, in order to provide a conservative analysis only a five percent (5%) capacity enhancement and overall reduction in delay has been assumed. As ITS improvements must be installed on a corridor and system-wide level to realize the full benefit and they have been determined to be beyond the responsibility of a single project applicant, a fair-share contribution by the project applicant will be made. It is important to note that with the recent beautification project implemented along Rosemead Boulevard within the City, additional right-of-way is not available which would allow the implementation of additional through travel or turn lanes. In addition, the removal of other complete streets components is not recommended (e.g., the removal of bicycle lanes and wider sidewalks), as that would likely be in conflict with other stated goals and policies of the City's General Plan.

Intersection No. 45, Baldwin Avenue/Lower Azusa Road: The proposed project is expected to result in a direct significant traffic impact at this intersection during both Phase I and Build-out conditions as well as contribute to a significant cumulative traffic impacts at this intersection, based on County of Los Angeles analysis methodology and adopted significance criteria. As noted in the City of Temple City General Plan, the Baldwin Avenue corridor (i.e., specifically the Baldwin Avenue/Lower Azusa Road intersection) was noted for improvement. The City's current General Plan was adopted in April 1987 and it is assumed that the improvements have since been installed as was noted in the field documentation efforts.

In late 2014, the City is beginning its General Plan update process (i.e., referred to as "Temple City 2050 - Mid-Century Plan"). While that effort is projected to extend into year 2016, it is expected that the Baldwin Avenue and/or Lower Azusa Road corridors will be included in a future traffic signal synchronization project, either through joint efforts with Caltrans and/or other jurisdictions, agencies, e.g., Los Angeles County. The County of Los Angeles currently has a comprehensive traffic signal synchronization system and information exchange network in place (including the operation of the LA County Traffic Management Center) and is continuing to expand to incorporate additional areas.

As noted above, while other cities note in their General Plans that as much as a ten percent capacity improvement can be achieved with signal synchronization (e.g., the City of Rosemead), in order to provide a conservative analysis only a five percent (5%) capacity enhancement and overall reduction in delay has been assumed with a future adaptive traffic signal synchronization system upgrade. As ITS improvements must be installed on a corridor and system-wide level to realize the full benefit and they have been determined to be beyond the responsibility of a single project applicant, a fair-share contribution by the project applicant will be made. It is important to note that additional right-of-way appears quite limited in order to provide additional through travel lanes. In addition, the update to City's General Plan Circulation Element will likely contain specific goals and policy descriptions, including complete streets components (e.g., bicycle lanes, increased transit accessibility, wider sidewalks to better enhance pedestrian circulation, etc.). As such, additional roadway widenings are not recommended as they will likely conflict with other stated goals and policies of the City's General Plan.

Figure 4.13-1 and Table 4.13-23 summarizes the Pro-Rata percentage methodology for the fair-share contribution percentages. Table 4.13-24 (Summary Impact Analysis) summarizes those intersections that can and cannot be mitigated to less than significant levels.

**Figure 4.13-1
Pro-Rata Percentage Methodology**

A project's pro-rata percentage of mitigation costs at study intersections conditioned for the subject project should be calculated using AM, PM and/or Saturday peak hour traffic volumes. The project's percentage share is derived by dividing project traffic by project plus other related projects traffic. It should be noted that existing traffic and ambient growth traffic volumes are not included in the calculations.

$$\frac{\text{Project Traffic}}{\text{Project} + \text{Other Related Projects Traffic}}$$

The following equation is provided to assist in calculating the project's pro-rata percentage to implement roadway mitigation improvement measures:

$$P = \frac{V_p}{V_p + V_c}$$

where:

- P = Project's pro-rata percentage for cumulative mitigation measure
- V_p = AM, PM and/or Saturday Peak Hour volume at the intersection generated by the project
- V_c = Cumulative (other related projects) AM, PM and/or Saturday Peak Hour volume at the intersection

**Table 4.13-23
Pro-Rata Percentage of Improvement Measures**

Intersection	V _p	V _c	Calculations	Percentage of Impact
Rosemead Blvd (SR-164)/Valley Blvd	344	1751	P = 344 / (344 + (1751 - 0))	16.4%
Rosemead Blvd (SR-164)/Glendon Way-I-10 WB Ramps	381	741	P = 381 / (381 + (741 - 0))	34.0%
Rosemead Blvd (SR-164)/Telstar Ave	700	839	P = 700 / (700 + (839 - 0))	45.5%
Rosemead Blvd (SR-164)/Garvey Ave	502	3036	P = 502 / (502 + (3036 - 0))	14.2%
Temple City Blvd/Lower Azusa Rd	55	1951	P = 55 / (55 + (1951 - 0))	2.7%
Baldwin Ave/Loftus Dr	1008	1509	P = 1008 / (1008 + (1509 - 0))	40.0%
Baldwin Ave/Flair Dr-I-10 EB Ramps	1858	1346	P = 1858 / (1858 + (1346 - 0))	58.0%
Rosemead Blvd (SR-164)/Las Tunas Dr	177	2759	P = 177 / (177 + (2759 - 0))	6.0%
Baldwin Ave/Lower Azusa Rd	160	1454	P = 160 / (160 + (1454 - 0))	9.9%

Source: Linscott, Law & Greenspan Engineers 2014

Table 4.13-24
Summary Impact Analysis

Intersections with Significant Impacts		Mitigation Type		Significant with Mitigation Incorporated?
		Direct Project	Fair-Share	
<i>City of El Monte</i>				
7	Rosemead/Telstar		X	Yes
10	Aerojet/Flair/I-10 EB Ramps	X		Yes
11	Aerojet/Telstar	X		No
13	Rio Hondo/Telstar	X		No
16	Telstar/Flair	X		No
22	Baldwin/Valley	X		No
23	Baldwin/Loftus		X	Yes
24	Baldwin/Flair/I-10 EB Ramps		X	Yes
27	Santa Anita/Valley	X		No
40	Durfee/Ramona	X		No
<i>Other Jurisdictions</i>				
4	Rosemead/Valley		X	Yes
5	Rosemead/Glendon/I-10 WB Ramps		X	Yes
9	Rosemead/Garvey		X	Yes
18	Temple City/Lower Azusa		X	Yes
41	Rosemead/Las Tunas		X	Yes
45	Baldwin/Lower Azusa		X	Yes
Source: Linscott, Law & Greenspan Engineers 2014				

Impact 4.13.B The proposed project will not conflict with the Los Angeles County Congestion Management Program. Impacts will be less than significant.

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system. The project site and its key intersections are located within Los Angeles County. As required by the 2010 Congestion Management Program, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.

INTERSECTIONS

The following CMP intersection monitoring locations in the project vicinity have been identified:

- No. 131 Rosemead Boulevard/Valley Boulevard
- No. 142 Rosemead Boulevard/Garvey Avenue
- No. 146 Rosemead Boulevard/Las Tunas Drive

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday AM or PM peak hours. The proposed project will add 50 or more trips during either the weekday AM or PM peak hours (i.e., of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, these intersections have been included for review of potential impacts to intersection monitoring locations that are part of the CMP highway system.

FREEWAYS

The following CMP freeway monitoring location in the project vicinity has been identified:

- Seg. No. 1016 Interstate 10 at Rosemead Boulevard

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak periods. The proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, as summarized in the traffic study, this segment (as well as others) has been reviewed for potential impacts to freeway monitoring locations that are part of the CMP highway system. In addition, coordination with Caltrans has occurred as part of the preparation of the project traffic study.

TRANSIT IMPACT REVIEW

As required by the 2010 Congestion Management Program, a review has been made of the potential impacts of the project on transit service.

The project trip generation was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 36 transit trips during the weekday AM peak hour and 69 transit trips during the weekday PM peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 1,045 weekday daily transit trips. The calculations are as follows:

- Weekday AM Peak Hour = $725 \times 1.4 \times 0.035 = 36$ Transit Trips
- Weekday PM Peak Hour = $1,416 \times 1.4 \times 0.035 = 69$ Transit Trips
- Weekday Daily Trips = $21,317 \times 1.4 \times 0.035 = 1,045$ Transit Trips

Six bus/rail lines and routes are provided adjacent to or in close proximity to the project site. These six transit lines provide services for an average of (i.e., average of the directional number of buses/trains during the peak hours) roughly 132 and 126 buses/trains during the weekday AM and PM peak hours, respectively. Therefore, based on the above calculated weekday AM and PM peak hour transit trips, this will correspond to less than one additional transit rider per bus/train. Thus, given the number of project-generated transit trips per bus/train, project impacts on existing or future transit services in the project area are not expected to occur as a result of the proposed project. Impacts will be less than significant.

Impact 4.13.C The project will not result in hazardous roadway design features or result in inadequate parking that could result in traffic and/or pedestrian hazards. Impacts will be less than significant.

A significant impact will occur if the proposed project substantially increased an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. The proposed conceptual site plan includes five ingress/egress access points: two driveways on Flair Drive and three driveways on Rio Hondo Avenue. One driveway on Flair Drive and two driveways on Rio Hondo Avenue will provide access to parking. One driveway on Flair Drive will provide access to the hotel entry area and provide for guest pick-up and drop-off. One driveway on Rio Hondo Avenue will provide access to parking on the south side of the development with an interior service drive that goes east and north past the hotel to the Flair Drive driveway. The design of the proposed project will comply with all applicable City regulations, including line of sight requirements. Furthermore, the proposed project does not involve changes in the alignment of Rio Hondo Avenue or Flair Drive, the streets adjacent to the project site. Impacts will be less than significant.

The project includes construction of hotel, retail, and residential uses to be accommodated by parking structures. The project traffic study includes a parking analysis for the operation of Phase 1 and build out of the project. The concern related to inadequate parking is that people parking off-site would need to cross local streets, potentially result in pedestrian hazards if adequate mobility for pedestrians is not provided in the project vicinity. Based on the El Monte Municipal Code Requirements identified in Chapters 17.08 and 17.45, the project will require 2,184 parking stalls to serve the hotel, outlet mall, and restaurants after construction of Phase 1. Phase 1 includes the construction of all proposed parking structures,

resulting in the availability of 2,591 parking spaces; therefore, adequate parking is available to serve Phase 1 of the project. With completion of the residential towers in Phase 2 and the full operation of the residential parking structure, 3,491 parking spaces will be provided to serve build-out of the project. Based on the Municipal Code, the project will require 3,481 parking spaces at build out; therefore, sufficient parking will be available to serve the project. Impacts will be less than significant.

Impact 4.13-D The project will not result in inadequate emergency access. Impacts will be less than significant.

As discussed in Impact 4.6.E, emergency access to Flair Park and the need to evacuate from the area will not be significantly impacted by the proposed project. With respect to emergency vehicle access and safety, Division 11 of the State of California Vehicle Code (Rules of the Road), Chapter 4 (Right-Of-Way), Section 21806 (Authorized Emergency Vehicles) states that upon the immediate approach of an authorized emergency vehicle that is sounding a siren and that has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of 1,000 feet to the front of the vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer, do the following:

- a) The driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the highway, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed.
- b) The operator of every street car shall immediately stop the street car, clear of any intersection, and remain stopped until the authorized emergency vehicle has passed.
- c) All pedestrians upon a highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed.

If required, drivers of emergency vehicles are trained to utilize center turn lanes, or travel in the opposing through lane to pass through crowded intersections or areas of congestion. Thus, the respect entitled to emergency vehicles and driver training allow emergency vehicles to negotiate street conditions in typical urban areas and during peak times when conditions are more congested. Impacts related to emergency access will be less than significant with implementation of existing regulations.

Impact 4.13.E The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Impacts would be less than significant.

The project includes incorporation of transportation demand management (TDM) measures to reduce reliance on passenger vehicle trips to and from the project site. Furthermore, the project is designed as an intense mixed-use development that result in synergy and interaction between land uses and educes vehicle trips. The list of measures that will be required to be incorporated into the project is extensive and includes a rideshare program, bicycle facilities, pedestrian access, transit improvements, and information dissemination. The effectiveness of commute reduction programs such as this varies but a conservative analysis prepared by the Urban Land Institute found trip reduction between 5.2 percent and 6.2 percent. The United States Environmental Protection Agency has found that TDM measures can result in reductions up to 8.5 percent. Based on these surveys, project-related daily trips would also be reduced, furthering local and regional trip reduction goals.

Public bus transit service in the project vicinity is currently provided by the Metropolitan Transportation Authority (Metro). Metro operates one transit bus route in the project vicinity. Route 176 runs east-west from Highland Park to Montebello through South Pasadena, San Gabriel, Rosemead, El Monte, and South El Monte via Mission Street, Mission Drive, Tyler Avenue, and Rush Street. The project does not include any features that would conflict with bus service in the area, as discussed in Impact 4.13.B. The project will not result in any changes to lane or street configuration of Rio Hondo Avenue or Flair Drive or to existing sidewalks that could affect performance or safety of alternative transportation facilities. Temporary sidewalk closures may be required and pedestrians would be directed to utilize detours until off-site improvements were completed. Impacts will be less than significant.

Mitigation Measures

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 4.13.A-7 Prior to issuance of building permits for the proposed residential towers, the project proponent shall guarantee funding for the 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.
- 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.

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.

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.

Level of Significance with Mitigation Incorporated

Impact 4.13.A will remain significant and unavoidable after consideration of feasible mitigation. All other traffic and transportation related impacts will be less than significant.

¹ Linscott, Law, & Greenspan Engineers. Traffic Impact Analysis, Flair Spectrum Specific Plan. October 2014

² Los Angeles County. Congestion Management Program. 2010.

³ *City of Rosemead Transportation Impact Analysis Guidelines*, City of Rosemead Engineering Department, February 2007.

⁴ *Traffic Study Guidelines for Development Projects in the City of San Gabriel*, September 26, 2006.

⁵ *Guidelines for Preparing Traffic Impact Analysis*, City of South El Monte Engineering Department, May 2013.

UTILITIES AND SERVICE SYSTEMS 4.14

This section analyzes the availability of infrastructure capacity for water and wastewater services and storm water drainage facilities to meet the needs of the proposed project and each system's current and future obligations. As identified in the Initial Study, no impacts related to compliance with federal, state, and local solid waste regulations were identified and impacts related to wastewater treatment requirements and solid waste services were less than significant; therefore, those topics are not discussed herein. No comments related to utilities and service systems were submitted during circulation of the Notice of Preparation.

Existing Conditions

SANITARY SEWER

Sanitary sewer service for the project site is provided by the City of El Monte Public Works Department and Los Angeles County Sanitation District (LACSD). Sewage from the proposed project will be directed to the 36-inch Trunk Sewer located beneath Rio Hondo north of Telstar Avenue. The Trunk Sewer has a design capacity of 32.7 million gallons per day (MGD) and conveyed a peak flow of 1.7 MGD when last measured in 2014. Two eight-inch lateral connections and one six-inch lateral connection to the main sewer trunk line beneath Rio Hondo Avenue exist at the project site. 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 treats approximately 8.6 million gallons per day and is permitted to treat up to 15 million gallons of wastewater per day.¹ 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 22.1 MGD.

WATER SUPPLY AND FACILITIES

The proposed project will be served by California American Water (CAW) in the San Marino service area of Los Angeles County. The San Marino service area encompasses approximately 5,495 acres and is located approximately 10 miles northeast of downtown Los Angeles in the San Gabriel Valley. CAW's San Marino service area provides water to 14,275 customers in the cities of Alhambra, Arcadia, El Monte, Pasadena, Rosemead, San Gabriel, San Marino, Temple City, and portions of the unincorporated communities of San Pasqual, East Pasadena, and East San Gabriel.

CAW's water supply serving the San Marino service area is primarily groundwater, extracted by production wells from the Main San Gabriel Groundwater Basin and Raymond Basin. This service area is supplied by groundwater from the San Gabriel Basin. CAW's San Marino service area also has an allocation pumping right of 3.98 percent of the annually determined safe yield from the Central Basin. As of July 2014, CAW has a fixed allocation of 1,609 AFY for the Raymond Basin. If CAW pumps more than the allowed amount of water, replacement water must be purchased.² Water supplied to and used in the City of El Monte is pumped from local groundwater sources through a series of six wells from the Main San Gabriel Groundwater Basin and Raymond Basin. Water supplied to and used in the City of El Monte is pumped from local groundwater sources through a series of six wells from the Main San Gabriel Groundwater Basin and Raymond Basin. According to the General Plan EIR, CAW water supplies meet all federal and state drinking water standards promulgated by the U.S. EPA and California Health Department. CAW has developed an emergency response plan (ERP) in the case of catastrophic supply interruption,

STORMWATER DRAINAGE

Drainage for the region and El Monte is primarily provided by the San Gabriel River and Rio Hondo River, two major flood control channels that flow northeast to southwest through the basin. Other, smaller flood control channels are tributary to both rivers and provide drainage for the areas surrounding El Monte. Throughout the City, stormwater

drainage is carried by surface flow in the streets. Surface flows are carried to a series of interceptor storm drains to convenient discharge points on the Rio Hondo and San Gabriel River channels. The Los Angeles County Flood Control District maintains the primary drainage channels that traverse El Monte.

The City's local storm drainage system consists of 233 storm drains and 6 underpass pumps that are essential in alleviating flooding during periods of heavy rains. The City maintains the local drainage system and is also called on to assist in cleaning up hazardous spills on City streets so spills do not enter the storm drains or percolate into groundwater. As in most cities, minor local drainage problems are common, particularly where stormwater runoff enters culverts or goes underground into storm drains. Inadequate maintenance can also contribute to drainage problems and minor flood hazards.

Regulatory Framework

SB 610 AND CEQA GUIDELINES SECTION 15155

SB 610 enacted Sections 10910-10915 of the State Water Code, to require a local land use authority to consult with the local water purveyor to prepare or obtain a water supply assessment (WSA), prior to completing an environmental impact assessment for a specified *water demand* project, defined below. Section 15155 of the State CEQA Guidelines was added to directly incorporate these water code provisions into the CEQA process.

- A proposed residential development of more than 500 dwelling units.
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
- A proposed hotel or motel, or both, having more than 500 rooms.
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- A mixed-use project that includes one or more of the projects specified in this subdivision.
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

If a public water system has fewer than 5,000 service connections, then *project* is defined as any proposed residential, business, commercial, hotel or motel, or industrial development that would account for an increase of ten percent or more in the number of the public water system's existing service connections, or a mixed-use project that would demand an amount of water equivalent to, or greater than, the amount of water required by residential development that would represent an increase of ten percent or more in the number of the public water system's existing service connections. Sections 10910-10915 of the State Water Code require the preparation of a water supply assessment (WSA) demonstrating sufficient water supplies for any subdivision that involves the construction of more than 500 dwelling units, or the equivalent thereof. As the project consists of 600 dwelling units, a 250-room hotel, 640,000 square feet of retail, and 50,000 square feet of restaurant use, a WSA is required. The WSA for the project is anticipated to be completed in December 2014.

SANITATION DISTRICTS OF LOS ANGELES COUNTY

The Master Connection Fee Ordinance of County Sanitation District No. 15 of Los Angeles County, as authorized by the California Health and Safety Code, establishes fees for the privilege of connecting (directly or indirectly) to the LASD sewage system or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. The fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the system to accommodate proposed developments, if needed.

EL MONTE GENERAL PLAN

The General Plan includes the following goals and policies to address sanitary sewer and storm drainage services within the city.

Goal PSF-3 High quality service levels of waste management, stormwater, wastewater, and water production in El Monte, sufficient to serve current and future residents, visitors, and the business community.

Policy PSF-3.1 Recycling. Divert waste from the landfill in levels that meet state mandates and support sustainable practices through a comprehensive program of source reduction and recycling.

Policy PSF-3.3 Stormwater. Continue to require and enforce the implementation of best management practices for existing public and private entities and new development to minimize stormwater runoff.

Policy PSF-3.4 Wastewater. Maintain a wastewater system adequate to serve the needs of the community and protect the health and safety of all residents, businesses, and institutions.

Policy PSF-3.6 Water Provision. Continue to provide sufficient quantity of municipal water service that meets or exceeds state and federal health standards for drinking water.

Policy PSF-3.7 Water Conservation. Require the incorporation of best management practices, where feasible, to conserve water in public landscaping, private development projects, and public agencies.

Policy PSF-3.8 Investment in Facilities. Ensure that adequate investments continue to be made in repairing, rehabilitating, and upgrading City infrastructure to serve current and future customers.

Goal PSF-4 Well-managed network of infrastructure evidenced by rigorous capital improvement planning, preventive maintenance, and equitable financing.

Policy PSF-4.3 Fair Share. Require development to pay the full cost of improving water, wastewater, road, parks, or other infrastructure necessitated by their projects, unless findings are made that the fair share requirement should be waived due to overriding public benefit.

Policy PSF-4.4 Fee Structures. Review development fees, impact fees, and monthly service charges on an annual basis to ensure that adequate revenue is collected to fund the operation and maintenance of existing facilities and construction of new facilities.

Policy PSF-4.7 Specific Plans. Require that specific plans contain comprehensive infrastructure master plans that detail infrastructure conditions and needs; prepare a financing plan to fund improvements and a cost-sharing arrangement for property owners to pay for infrastructure.

EL MONTE MUNICIPAL CODE

The City of El Monte Municipal Code includes regulations for the provision, maintenance, and financing of water and sewer services and systems.

Chapters 13.04, 13.06, 13.16, and 13.20 explains and establishes procedures for water service system, water services rates, stormwater management and discharge control, and stormwater and urban runoff pollution control. Non-refundable bonds are issued to any person, firm, partnership, corporation and their agents, heirs, and successor that is responsible for the installation and maintenance of stormwater systems for stormwater pollution prevention compliance.³

The City of El Monte collects public facilities impact fees for proposed development projects to enhance, expand, and/or improve sewer facilities and storm drain facilities, pursuant to Municipal Code Chapter 15.08 (Public Facilities Impact Fees).⁴

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. If off-site water mains 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.⁵ 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. With a half-full capacity of 2.29 CFS, there is sufficient throughput at existing lateral connections to accommodate conveyance of wastewater flows to the existing 36-inch sewer trunk beneath Rio Hondo Avenue. Furthermore, the 36-inch sewer trunk has peak-flow capacity of 32.7 MGD with current peak flows at 1.7 MGD. The addition of project wastewater flows would increase existing flows to 1.72 MGD; therefore, sufficient capacity remains in the Sanitation

Districts sewer trunk and no new trunk will need to be constructed to accommodate the project in addition to existing services. Peak flow discharges will need to be calculated to assess project sewer connections upon completion of construction drawings. If off-site sewer mains or laterals 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 sewer main or lateral. 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. Impacts will be less than significant.

Table 4.14-1
Wastewater Discharge Estimates

Land Use	QTY	Unit	Usage Factor	GPD	CFS
Parking	1,113.972	TSF	20	22,279	0.03
Retail	466.049	TSF	80	37,284	0.06
Residential (1 Bedroom)	198	DU	120	23,760	0.04
Residential (2 Bedroom)	390	DU	160	62,400	0.10
Residential (3 Bedroom)	12	DU	200	2,400	0.00
Retail Lobby	84.772	TSF	80	6,782	0.01
Restaurant (Fast Food)	1,666	SEAT	20	33,320	0.05
Hotel	250	ROOM	130	32,500	0.05
Banquet and Ballroom	17.695	TSF	800	14,156	0.02
Restaurant (Full Service)	2	TSF	30	60	0.00
Bar	1.2	TSF	500	600	0.00
Coffee House	1.8	TSF	280	504	0.00
Lounge	2.5	TSF	80	200	0.00
Total				236,245	0.37
Source: VCA Engineers 2014 TSF = Thousand Square Feet DU = Dwelling Unit					

Impact 4.14.B The proposed project would not require expansion of any storm drain or construction of any new storm drains. Impacts will be less than significant.

With regard to project operation, drainage from the site will be directed into cross gutters along the western and eastern boundaries, which will improve the flow of water. An existing storm drain is located under Rio Hondo Avenue. A new catch basin and side opening catch basin will be installed near the hotel drop-off area in the northeastern portion of the site to connect to a new SDR 35 polyvinyl chloride (PVC) storm drain which will be installed along the eastern and southern boundary of the project site. Downspouts will be installed where the retail development meets the parking garage beneath the residential towers on the east and west sides of the project site and at the southwestern corner of the parking garage. A new SDR 35 PVC storm drain will connect the downspouts to the project storm drain. Stormwater will be collected along the length of the project storm drain via nine side opening catch basins. Two Maxwell IV Drywell drainage systems will be installed at the southwestern corner of the project site to drain landscaped areas and small paved areas. Collected water will flow through a cleanout system before being discharged to the main storm drain beneath Rio Hondo Avenue.

Permits to connect to the existing storm drainage system will be obtained prior to construction. Pursuant to El Monte Municipal Code Section 13.20.150 (Post-Construction Pollution Reduction), the proposed project will implement BMPs 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.⁶ 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; therefore, no net increase in stormwater runoff that would require upsizing of any storm drain will occur. The project will discharge to a reinforced concreted box storm drain under Rio Hondo Avenue that can convey flows of 490 CFS, 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. 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 2030.⁷ 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.

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 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.⁸ 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	1,300	Employee	15	19,500	21.84
Restaurant	1,666	Seats	12	19,992	22.39
Residential (2 Persons)	198	Persons	150	29,700	33.26
Residential (3 Persons)	390	Persons	225	87,750	98.28
Residential (4 Persons)	12	Persons	360	4,320	4.84
Hotel (Rooms)	250	Rooms	30	7,500	8.40
Hotel (Misc)	--	--	--	1,691	1.89
Irrigation	3.69	Acre	2,318	8,554	9.58
Cooling Equipment	1	Unit	1,500	1,500	1.68
Total				180,507	202.16
Source: VCA Engineers 2014					

Based on the CAW UWMP, total water supply for the Agency is estimated at a minimum 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. 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.

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.⁹ 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.¹⁰ 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

- ¹ Los Angeles County Sanitation District. Whittier Narrows Water Reclamation Plant. http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/whittier_narrows.asp [June 2014]
- ² California American Water. Final 2010 Urban Water Management Plan for the Southern Division – Los Angeles County District. February 2012.
- ³ City of El Monte. Municipal Code. 2014
- ⁴ City of El Monte. Municipal Code. 2014
- ⁵ VCA Engineers. Flair Spectrum Sewer Study. October 2014
- ⁶ VCA Engineers. Flair Spectrum Hydrology Summary. October 2014
- ⁷ California American Water. Final 2010 Urban Water Management Plan for the Southern Division – Los Angeles County District. February 2012.
- ⁸ VCA Engineers. Water Demand Estimate Flair Spectrum Mixed-Use Onsite Improvements. September 2014
- ⁹ Los Angeles County Sanitation District. Whittier Narrows Water Reclamation Plant. http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/whittier_narrows.asp [June 2014]
- ¹⁰ County Sanitation Districts of Los Angeles County. Flair Spectrum Mixed Use Project Will serve Response. October 20, 2014

5.0 Alternatives

Purpose

Pursuant to Sections 151266 of the State CEQA Guidelines, this chapter discusses a range of reasonable alternatives to the proposed project that would attain most of the main objectives of the project while avoiding or substantially lessening one or more of the significant environmental effects that would occur as a result of construction and operation of the project. An examination of such alternatives is intended to foster informed decision-making and public participation in the examination of the project's environmental merits and disadvantages.

Rationale for Alternative Selection

An EIR is not required to consider alternatives that are infeasible, unreasonable, or overly speculative. There is no standard set forth in the CEQA Guidelines for the number of alternatives that must be addressed. Instead, the CEQA Guidelines require that an EIR describe a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. The range of alternatives is determined on a case-by-case basis depending on the unique characteristics of the project location, the project objectives, the environmental setting, and the potentially significant impacts that are associated with the project. Accordingly, the specific criteria established by the CEQA Guidelines, and used in this EIR, for the selection of a reasonable range of alternatives for the project are whether it:

(1) *Accomplishes most of the project's main objectives that are to:*

1. Establish a retail outlet center with a mix of residential, hospitality and potential office uses
2. Create a development that provides community and regional retail services from within Flair Park
3. Provide multi-family dwelling units that offer housing diversity and choice
4. Construct a hotel that is operational by July 1, 2016
5. Develop uses that can accommodate approximately 1,800 jobs

(2) *Avoids or substantially reduces one or more of the significant environmental effects associated with the project.*

Impact 4.2.A The proposed project will conflict with implementation of the South Coast Air Basin Air Quality Management Plan. After consideration of reasonable mitigation, impacts are found to be significant and unavoidable.

Impact 4.2.B Construction of the proposed project will not result in emissions that exceed South Coast Air Quality management District daily thresholds with mitigation incorporated. Operation of the proposed project will exceed daily thresholds for oxides of nitrogen, carbon monoxide, and particulate matter and remain significant and unavoidable after consideration of reasonable mitigation.

Impact 4.2.C Construction of the proposed project will not result in a considerable contribution to cumulative air quality impacts in the South Coast Air Basin. Operation of the proposed project will contribute considerably to regional air quality impacts and have been found to be significant and unavoidable.

Impact 4.12.A Short-term construction related traffic impacts will be significant and unavoidable with incorporation of mitigation measures. Impacts on the performance of the local and regional transportation systems due to increased traffic generation from the proposed mixed-use development in consideration of cumulative traffic increase over the long-term and short-term construction-related impacts will be significant and unavoidable with implementation of existing regulations and mitigation measures.

Alternatives Selection

A total of ten alternatives were screened to determine which alternatives should be further analyzed in the EIR. The screening process considered how the alternatives relate to the project objectives and the ability of the alternatives to reduce the adverse environmental impacts associated with the project. The alternatives considered are described below.

ALTERNATIVE 1, NO PROJECT

According to Section 15126.6(e)(2) of the CEQA Guidelines, the evaluation of alternatives in an EIR shall include a *no project* scenario, defined as “. . . what is reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” Alternative 1 would consist of continued vacancy of the project site.

ALTERNATIVE 2, ALTERNATIVE LOCATIONS

Vacant properties were examined throughout the jurisdiction to identify potential alternative locations for the project (see Exhibit 5-1, Alternatives Map). Individual parcels and assemblages of parcels were examined. This alternative assumes that the scale and operational characteristics of the proposed project would remain the same; therefore, an alternative location must support approximately 15 acres of relatively contiguous development. Alternative locations are considered to reduce or avoid potential immediate impacts around the project site.

ALTERNATIVE 3, ALTERNATIVE SITE PLANS

This alternative considers a variety of different configurations for the project site. Because of the size of the proposed buildings and the project site, little room exists to make substantial changes to the proposed development plan; however, there is some ability to move the residential towers and/or hotel to other areas of the project site.

ALTERNATIVE 4, NO RESIDENTIAL DEVELOPMENT

Alternative 4 would eliminate the proposed 914,920-square-foot, 600 dwelling unit residential towers. This alternative is considered to reduce vehicle trips from residents and therefore result in a concurrent reduction in criteria pollutant emissions and peak hour congestion. This alternative would also eliminate population increases in the area.

ALTERNATIVE 5, NO COMMERCIAL DEVELOPMENT

This alternative would eliminate the retail outlet and restaurant components of the project. This alternative is considered to reduce vehicle trips from employees and consumers and therefore result in a concurrent reduction in criteria pollutant emissions and peak hour congestion. This alternative would also eliminate the generation of approximately 1,627 jobs.

ALTERNATIVE 6, NO HOTEL DEVELOPMENT

This alternative would eliminate the hotel component of the project. This alternative is considered to reduce vehicle trips from employees and hotel guests and therefore result in a concurrent reduction in criteria pollutant emissions and peak hour congestion. This alternative would also eliminate the generation of approximately 172 jobs.

ALTERNATIVE 7, OFFICE DEVELOPMENT

The project description includes the potential for up to 20 percent of the proposed development plan to be constructed for office uses, although at this time it unknown what development component would be substituted by the office use. The project description includes an equivalency matrix that identifies the extent that one land use can be substituted for another and remain within the parameters for electricity demand, natural gas demand, water demand, wastewater generation, solid waste generation, and vehicle trip generation under which the analysis in this EIR was conducted. This alternative is considered to assess the substitution of 20 percent of the outlet mall (138,000 square feet) as office space. It is presumed that the office space would be integrated in the outlet mall and would not be externally distinguishable from the proposed project design and massing.

ALTERNATIVE 8, REDUCED PROJECT SIZE

The reduced density alternatives would reduce the size of the proposed project to achieve concurrent reductions in air quality and traffic impacts. Alternative 8.1 would reduce the total size of the proposed project by 83 percent resulting in 43 hotel rooms, 108,800 square feet of retail space, 8,500 square feet of restaurant space, and 102 dwelling units. This reduction was chosen to reduce NO_x emissions to less than significant levels and would in turn result in all other criteria pollutant emission to be similarly reduced to less than significant levels. All pro-rata traffic impacts would also be eliminated by Alternative 8.1. Alternative 8.2 would reduce the project by 59 percent resulting to 103 hotel rooms, 262,400 square feet of retail space, 20,500 square feet of restaurant space, and 246 dwelling units. This reduction was chosen to reduce all pro-rata traffic impacts to less than significant levels. Alternative 8.2 would also avoid impacts related to carbon monoxide and particulate matter emissions.

ALTERNATIVE 9, MODIFIED CONSTRUCTION PROGRAMMING

This alternative is considered to reduce temporary, construction-related air quality and traffic impacts. Regarding air quality, construction of the project was determined to result in significant and unavoidable localized impacts due to particulate matter emissions during site clearing activities. Furthermore, significant and unavoidable impacts were found due to construction-generated vehicle trips. By extending the construction schedule, fewer vehicle trips and site disturbance will be needed on a daily basis and thus could reduce impacts to less than significant levels. This alternative would increase the number of days for site preparation to 20 days. Grading for the proposed hotel parking would be extended to 55 days, 71 days for the outlet mall parking structure, and 42 days for the residential parking structure.

ALTERNATIVE 10, EXISTING STANDARDS

The project site is currently designated *office-professional* supporting development office and light industrial uses. It also allows for hotel uses. Alternative 10 considers development of the project site pursuant to this existing land use designation. Alternative 10 assumes development of a 910,000-square-foot, three-story office building and 250-room, 240,000-square-foot hotel based on a permitted floor-area ratio (FAR) of 1.5. The hotel would be constructed and operated in the same manner as the proposed project.

Alternatives Considered

OBJECTIVES SCREENING

The ten alternatives were screened for consistency with the objectives of the project and the ability to avoid one or more significant impacts associated with the project. Six of the alternatives were found to meet *most* of the objectives of the project. With five project objectives, any alternative meeting three or more of the objectives was considered to meet *most* of the objectives. The alternatives that either do not meet most of the project's objectives, or were incapable of reducing impacts, were not considered for further evaluation in the EIR. Table 5-1 (Objectives Screening) summarizes the screening results. A detailed discussion of the objectives screening is provided herein.

Table 5-1
Objectives Screening

Alternative		Objectives				
		1	2	3	4	5
1	No Project	No	No	No	No	No
2	Alternative Locations	No	No	No	No	No
3	Alternative Site Plans	Yes	Yes	Yes	Yes	Yes
4	No Residential Development	No	Yes	No	Yes	Yes
5	No Commercial Development	No	No	Yes	Yes	No
6	No Hotel Development	No	Yes	Yes	No	No
7	Office Development	Yes	Yes	Yes	Yes	Yes
8.1	83 Percent Reduction	Yes	Yes	Yes	Yes	No
8.2	59 Percent Reduction	Yes	Yes	Yes	Yes	No
9	Modified Construction Program	Yes	Yes	Yes	No	Yes
10	Existing Standards	No	Yes	Yes	Yes	Yes

ENVIRONMENTAL IMPACT SCREENING

The alternatives were screened to determine if they reduce or avoid one or more significant impacts identified in Section 4. Table 5-2 (Impact Screening) summarizes the screening results. A detailed discussion of the impact screening is provided herein. Table 5-3 (Summer Criteria Pollutant Emissions) summarizes the daily criteria pollutant emissions from each alternative (only summer emissions have been included for sake of comparison). Table 5-4 (Daily Trips) summarizes daily trip generation from each alternative.

Table 5-2
Impact Screening

Alternatives		Impact 4.2.A	Impact 4.2.B	Impact 4.2.C	Impact 4.12.A
1	No Project	-	-	-	-
2	Alternative Locations	=	=	=	=
3	Alternative Site Plans	=	=	=	=
4	No Residential Development	-	-	-	-
5	No Commercial Development	-	-	-	-
6	No Hotel Development	=	=	=	-
7	Office Development	=	=	=	-
8.1	83 Percent Reduction	-	-	-	-
8.2	59 Percent Reduction	-	-	-	-
9	Modified Construction Program	=	=	=	-
10	Existing Standards	-	-	-	-

Table 5-3
Summer Criteria Pollutant Emissions (lbs/day)

Alternatives		ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
1	No Project	0	0	0	0	0	0
2	Alternative Locations	180	314	1,329	4	279	79
3	Alternative Site Plans	180	314	1,329	4	279	79
4	No Residential Development	150	279	1,149	4	249	70
5	No Commercial Development	68	58	274	1	50	14
6	No Hotel Development	167	290	1,236	4	259	73
7	Office Development	327	286	1,496	4	296	116
8.1	83 Percent Reduction	31	49	226	1	47	13
8.2	59 Percent Reduction	74	129	545	2	114	32
9	Modified Construction Program	180	314	1,329	4	279	79
10	Existing Standards	53	77	310	1	65	18
<i>Daily Threshold</i>		<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>

Table 5-4
Daily Trips

Alternatives		Daily Trips	
		Weekday	Weekend
1	No Project	0	0
2	Alternative Locations	27,232	36,966
3	Alternative Site Plans	27,232	36,966
4	No Residential Development	23,746	33,564
5	No Commercial Development	5,716	6,027
6	No Hotel Development	25,002	34,341
7	Office Development	25,082	31,639
8.1	83 Percent Reduction	4,629	6,284
8.2	59 Percent Reduction	11,165	15,156
9	Modified Construction Program	27,232	36,966
10	Existing Standards	10,047	4,308

Alternatives Rejected

ALTERNATIVE 2, ALTERNATIVE LOCATIONS

Based on the review of vacant parcels and parcel assemblages within the City, there are no sites approximately 15 acres in area that could accommodate a project of this size; therefore, this alternative was rejected due to lack of actual alternative locations. This alternative would not meet any of the project objectives because it could not be constructed and thus no impact comparison can be made. Hypothetically, if an alternative site were available, this alternative would result in similar impacts as the proposed project except that those impacts would be transferred to another part of the City.

ALTERNATIVE 3, ALTERNATIVE SITE PLAN

Alternative site plan configurations would meet all project objectives because the same number of dwelling units, commercial area, and hotel rooms would be constructed. Although this alternative would meet all project objectives, it fails to substantially reduce or avoid any significant impacts. Because the Alternative 3 density and intensity would remain the same, it would generate the same amount of vehicle trips as the proposed project; therefore, significant and unavoidable traffic impacts would remain the same. Operational air quality impacts would remain the same because this

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 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.

ALTERNATIVE 8, REDUCED PROJECT SIZE

This alternative would meet most of the objectives of the project as it would provide the same type of uses and services, on a reduced scale. It would not meet the objective of generating approximately 1,800 jobs because of the reduced size. Reducing the project size between 59 and 83 percent could avoid most or all significant and unavoidable impacts resulting from the project. Because Alternative 8 meets most of the project objectives and could reduce or avoid significant and unavoidable air quality and traffic impacts, it was selected for further analysis.

ALTERNATIVE 9, MODIFIED CONSTRUCTION PROGRAM

Alternative 9 would meet most of the objectives of the project because it would result in the same type and scale of development constructed over a longer period of time. This alternative would not result in the construction and operation

of the proposed hotel by July 1, 2016, a critical objective necessary for the project to be feasible. This alternative would result in the same operational air quality and traffic impacts; however, significant and unavoidable construction-related air quality and traffic impacts would be avoided or substantially reduced. Because Alternative 9 meets most of the project objectives and could reduce or avoid significant and unavoidable construction-related air quality and traffic impacts, it was selected for further analysis.

ALTERNATIVE 10, EXISTING STANDARDS

Alternative 10 would avoid impacts related to VOC, CO, and particulate matter emissions. This alternative would also reduce weekday trips by 17,185 and weekend trips by 32,658, a 63 percent and 88 percent reduction, respectively. This alternative would avoid all significant operational traffic impacts. This alternative would also meet most of the objectives because it would generate approximately 2,400 jobs, result in a hotel construction by July 1, 2016, and offer community services from within Flair Park. Because Alternative 10 meets most of the project objectives and could reduce or avoid significant and unavoidable construction-related air quality and traffic impacts, it was selected for further analysis.

Comparison of Impacts

The following compares the general impacts from Alternative 1, Alternative 7, Alternative 8, and Alternative 9 to project-related impacts to determine which would result in the fewest impacts to the environment. Table 5-5 (Alternatives Impact Comparison Summary) summarizes the comparison of alternatives to the project’s environmental impacts.

Table 5-5
Alternatives Impact Comparison Summary

Impact	Project	Alternative				
		1	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						
<u>Key</u>						
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 7, OFFICE DEVELOPMENT

SIMILAR IMPACTS

The proposed option to include approximately 138,000 square feet of office as a component of the project would result in similar impacts because the project would be generally constructed and operated at the same scale as the proposed project. Impacts related to scenic vistas, scenic resources, visual character, and light/glare would remain the same because this alternative would be constructed at the same massing, density, and intensity as the proposed project with similar architecture and light sources. 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 7. Neither the project nor Alternative 7 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 7 scenarios. Impacts to cultural resources would remain the same because both the project and Alternative 7 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 7 would be constructed on the same site with the same amount of earthwork and intensity of design. 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 7 would be constructed and operated similarly. Emergency access and evacuation concerns would remain similar due to the comparable operational aspects of the project and Alternative 7. Neither the project nor Alternative 7 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 7 would be constructed and operated similarly on the same site. Neither the project nor Alternative 7 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 7. Construction-related temporary noise impacts and periodic operational noise impacts would remain the same because the project and Alternative 7 would be constructed and operated similarly on the same site. Neither the project nor Alternative 7 would displace any people as there is no residential or other development located on the project site. Impacts to public service facilities would be the same between the project and Alternative 7 because both would be located within the same service provider areas and would be of similar intensity and density.

REDUCED IMPACTS

Alternative 7 would reduce annual greenhouse gas emissions by approximately 3,294 metric tons of carbon dioxide equivalent (MTCO₂E/YR) to 45,423 MTCO₂E/YR when compared to the proposed project. This alternative would also reduce weekday and weekend traffic generation to 25,082 daily weekday trips and 31,639 weekend trips. Noise associated with traffic would decrease concurrently with daily trip reductions. This alternative would also reduce NO_x emissions due to decreases in trip generation.

INCREASED IMPACTS

Alternative 7 would result in increased ROG, CO, and particulate matter emissions when compared to the proposed project due to the conversion of retail space to office space. This alternative would also increase potential growth in the area by generating 107 more jobs when compared to the proposed project.

ALTERNATIVE 8, REDUCED PROJECT SIZE

SIMILAR IMPACTS

The visual character of Alternative 8 and the proposed project would be similar due to comparable architectural treatment. Construction-related localized impacts due to particulate matter emissions would remain the same because the same amount of site clearing would be required. Operational emissions of ROG and NO_x would exceed daily thresholds under both project and Alternative 8.2 scenarios. Neither the project nor Alternative 8 would result in odors as 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 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

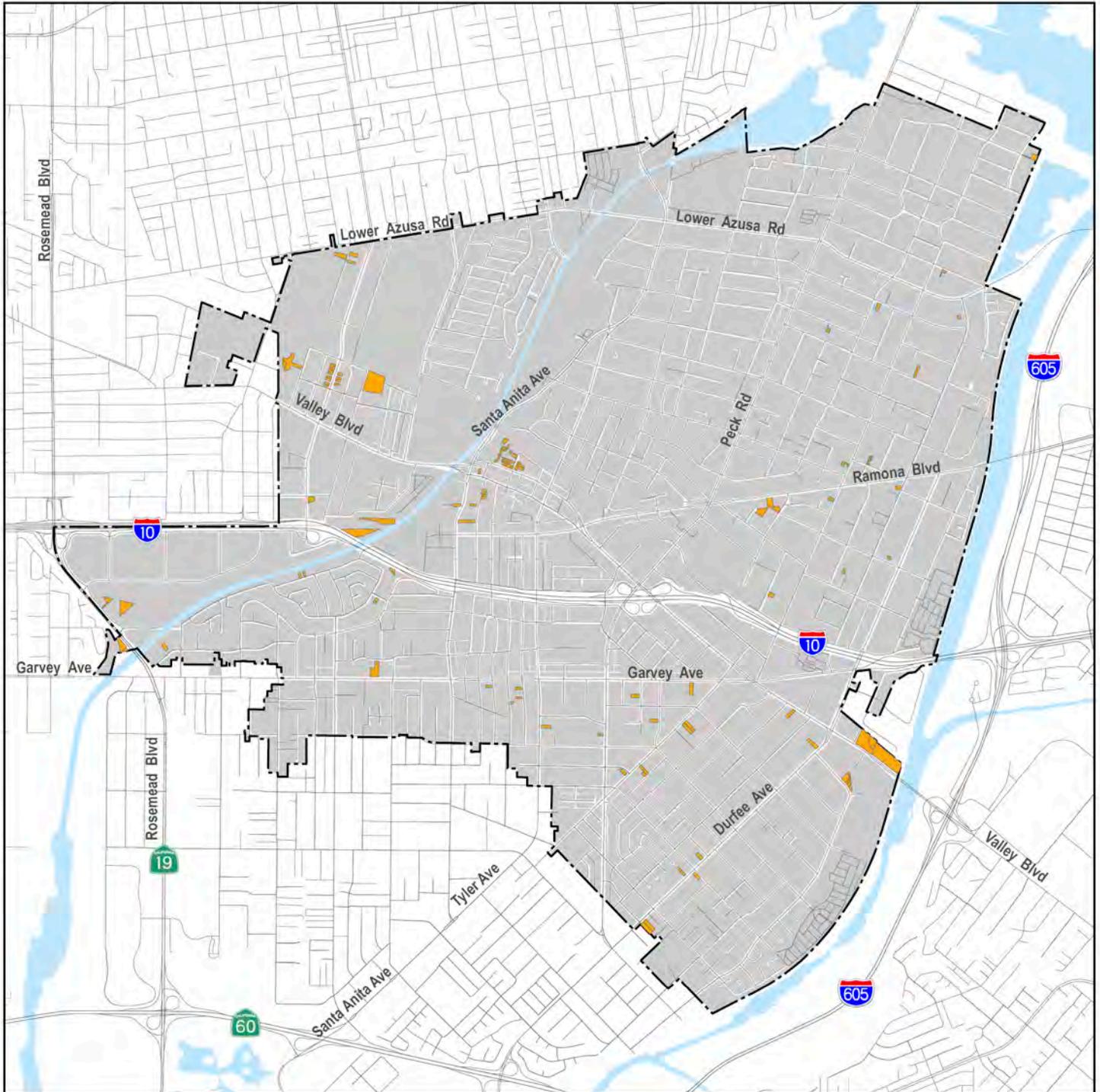
According to the Initial Study prepared for the project, no impacts to agricultural, forestry, or mineral resources will occur because these do not exist on the project site or in the vicinity. Because these resources could not be impacted by the project, these resources would similarly not be impacted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

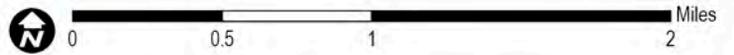
Environmentally Superior Alternative

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 7, Alternative 8, and Alternative 9.



Legend

- Vacant Parcels
- City Boundary



Source: Los Angeles County Assessor, 2011

Exhibit 5-1 Alternative Locations

6.0 Analysis of Long Term Effects

ANALYSIS OF LONG-TERM EFFECTS 6.0

CEQA requires discussion of cumulative, growth-inducing, energy, and the long-term impacts of proposed projects. The following sections address these issues as related to approval of the proposed project.

Cumulative Impacts

According to Section 15355 of the CEQA Guidelines, a cumulative impact is defined as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. An environmental impact report must discuss the cumulative impacts of a project when the project's incremental impacts are cumulatively considerable (Section 15130(a)). An impact is considered cumulatively considerable when the incremental impacts of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (Section 15065(a)(3)). The discussion of cumulative impacts shall reflect the severity of the impacts and the likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effect attributable to the proposed project alone (Section 15130(b)). According to Section 15130 of the CEQA Guidelines, an environmental impact report must describe and analyze cumulative impacts only if the impact is significant and the project's incremental effect is cumulatively considerable.

Section 15130(b)(1) of the CEQA Guidelines identify two methods to determine the scope of related projects for cumulative impact analysis:

List-of-Projects Method: a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.

Summary-of-Projections Method: a summary of projections contained in an adopted general plan or related planning document or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

As related to the proposed project, and for analysis of nearer-term cumulative impacts, a list of related projects was developed. The related projects are listed in Table 6.1-1 (Related Projects List). These projects reflect present and probable future projects. This EIR considers the related projects' impacts in conjunction with project-related impacts within the context of the existing environment in the vicinity of the proposed project. Ambient growth is also considered and calculated into the long-term projections; therefore, the cumulative analysis is a function of both near-term project development and long-term growth estimates.

For analysis of longer-term cumulative impacts, this EIR relies on projections contained in adopted local and regional planning documents. The relevant planning documents include the City of El Monte's General Plan and Environmental Impact Report, South Coast Air Quality Management Plan (AQMP), and the Regional Transportation Plan (RTP).

The cumulative impact analysis considers the vicinity of the proposed project and the region and analyzes whether the proposed project would contribute to any cumulative impacts. The Initial Study determined that some issues related to aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology and soils, hazardous materials, hydrology and water quality, land use and planning, mineral resources, and population and housing would result in *No Impact*. As noted above, CEQA does not require an EIR to provide cumulative analyses for environmental issues that are determined to be not significant when the proposed project's incremental effect is not cumulatively considerable; therefore, the environmental issues discussed in Section 7 under the *No Impact* determination are not addressed in the cumulative analysis below.

Table 6.1-1
Related Projects List

Project Status	Project Name/Location	Land Use	Size
City of El Monte			
Proposed	9358 Telstar Avenue	Seminary	40,000 GSF
Proposed	11301-11401 Garvey Avenue	Residential Retail (Less Existing Auto Dealership)	114 DU 5,400 GLSF (43,800 GSF)
Proposed	10525 Valley Boulevard	Warehouse	10,000 GSF
Proposed	12432 Valley Boulevard	Commercial	29,928 GLSF
Proposed	4127-4143 Rowland Avenue	Residential	68 DU
Proposed	3268 Rosemead Boulevard	Office Showroom	6,700 GSF 5,500 GLSF
Proposed	11640-11710 Valley Boulevard	Residential Commercial	78 DU 30,000 GLSF
Proposed	4704-4716 Peck Road	Residential	49 DU
Proposed	4422-4436 Bannister Street	Residential	23 DU
Proposed	4400 Temple City Boulevard	Industrial	111,380 GSF
Proposed	3708 Cypress Avenue	Residential	12 DU
Proposed	11022-11048 Garvey Avenue	Residential Retail	69 DU 2,154 GLSF
Proposed	4000 Arden Drive	Commercial	182,429 GLSF
Proposed	12228 Chosen Street	Manufacturing	29,365 GSF
Proposed	9920 Valley Boulevard	Hotel	133 Rooms
Approved	4213-4217 Temple City Boulevard	Industrial	502,020 GSF
Under Construction	Gateway TOD East of Rio Hondo Channel and West of Santa Anita Avenue	Residential Retail	485 DU 25,000 GLSF
Proposed	Santa Fe Trail Project Northeast Corner of Santa Anita Avenue/Valley Mall	Retail	115,000 GLSF
Approved	Ramona Crossings Ramona Boulevard between Santa Anita Avenue and Tyler Avenue	Residential	40 DU
Under Construction	12417-12467 Denholm Drive	Single-Family Residential	62 DU
Approved	4610 Peck Road	Condominium	23 DU
Approved	9235 Whitmore Street	General Office	60,000 GSF
Approved	4304 Temple City Boulevard	Industrial	24,945 GSF
Approved	9133 Garvey Avenue	Office and Industrial	96,659 GSF
Proposed	Norm's Restaurant 10606 Valley Boulevard	Restaurant	7,600 GSF
City of San Gabriel			
Completed	402-404 South San Gabriel Boulevard	Condominium Retail Restaurant	31 DU 3,700 GLSF 3,500 GSF
Approved	221 East Valley Boulevard	Hotel Restaurant/Bar Banquet Conference	316 Rooms 10,400 GSF 7,890 GSF 3,000 GSF
Approved	130 South Mission Drive	Condominium Retail	11 DU 5,300 GLSF
Proposed	1320 East Las Tunas Drive	General Office	8,600 GSF
Proposed	235 Arroyo Drive	Condominium	46 DU
Proposed	704-712 West Las Tunas Drive	Condominium Retail	37 DU 17,768 GLSF
Proposed	416 East Las Tunas Drive	Condominium	15 DU

Project Status	Project Name/Location	Land Use	Size
		Live/Work Retail	18 DU 6,200 GLSF
Proposed	825 East Broadway	Condominium Retail	12 DU 3,105 GLSF
Approved	835 El Monte Street	Condominium	88 DU
Proposed	101 East Valley Boulevard	Condominium Retail	56 DU 10,000 GLSF
Proposed	101-111 West Valley Boulevard	Hotel Condominium Retail Restaurant Fitness Center	218 Rooms 87 DU 29,000 GLSF 16,000 GSF 10,500 GSF
Proposed	400-420 West Valley Boulevard	Condominium Retail Restaurant	100 DU 45,000 GLSF 25,000 GSF
Proposed	201-217 South San Gabriel Boulevard	Condominium Retail Restaurant	159 DU 12,000 GLSF 4,600 GSF
Proposed	402 East Las Tunas Drive	Medical Office Condominium	9,000 GSF
Proposed	500 East Valley Boulevard	Retail Restaurant	5,000 GLSF 5,000 GSF
City of Rosemead			
Proposed	8479 Garvey Avenue	Office Retail Condominium	5,745 GSF 5,603 GLSF 28 DU
Proposed	7801-7825 Garvey Avenue	Retail Restaurant Condominium	4,780 GLSF 10,773 GSF 60 DU
Proposed	7419-7459 Garvey Avenue	Supermarket Retail	22,500 GSF 18,000 GLSF
Proposed	9048 Garvey Avenue	Residential Commercial	48 DU 6,500 GLSF
Proposed	8408 Garvey Avenue	Residential Commercial	46 DU 11,389 GLSF
City of Temple City			
Proposed	9525 Gidley Street	Warehouse	4,076 GSF
Proposed	9250 Lower Azusa Road	Condominium	74 DU
Proposed	5714 Muscatel Avenue	Preschool and Kindergarten	3,025 GSF
Approved	The Gateway Project 9055 Las Tunas Drive and 5700-5736 Rosemead Boulevard	Retail Restaurant	73,000 GLSF 11,000 GSF
<i>Linscott, Law & Greenspan Engineers, 2014</i>			
<i>GSF Gross Square Feet</i>			
<i>GLSP Gross Leasable Square Feet</i>			

AESTHETICS

Scenic Vista. The context for assessing cumulative impacts to scenic vistas includes the potential for the proposed project to obstruct views of a scenic vista in conjunction with other potential future development to obstruct scenic views over the long-term. The proposed project is located on a previously developed site (currently vacant) on Flair Drive, directly south of I-10, within a fully urbanized area visually dominated by commercial land uses and surface streets. There are no scenic vistas listed in the El Monte General Plan and the project area is not designated as a highly scenic area by the Department of Parks and Recreation or by any local plan or ordinance. In addition, as discussed in Section 4.1 (Aesthetics), the proposed project would

not cause substantial obstruction of views of the San Gabriel Mountains and Puente Hills based on the project design and viewsheds from around the project site. Therefore, the proposed project would not have a substantial direct adverse affect on scenic vistas and is not considered cumulatively considerable. Cumulative impacts related to scenic vistas would be less than significant.

Light and Glare. The context for assessing cumulative impacts from light and glare includes existing and future light sources surrounding the project site and in the general environment within the City of El Monte. The ambient light in the area consists of a variety of light sources including commercial signage, security lighting, street lights, field lighting and local and regional parks and schools, and vehicle exterior and interior lights on local streets and Interstate 10. Compared to a dark rural setting, the ambient artificial lighting levels around the project site are considered relatively high. Development of the proposed project would introduce new or expanded sources of artificial light. Consequently, ambient light levels are likely to increase generally. The proposed project includes lighting for pedestrian areas, illuminated signs, a digital wall display on the north and east facades of the hotel and the west façade of the proposed outlet mall, and other message display signs and security lighting. To ensure that impacts from message displays do not impact surrounding land uses, Mitigation Measure 4.1.B-2 has been incorporated to limit the message display illumination at surrounding land uses during working hours. In addition, given the location of the project site within the urbanized area of the city, the additional artificial light sources introduced by the proposed project would not significantly alter the existing medium-high lighting environment. As a result, cumulative artificial light impacts would be less than significant with the incorporation of mitigation.

With regard to 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. Mitigation Measure 4.1.B-3, prohibiting the use of reflective materials, has been incorporated. Furthermore, the contribution of light from the proposed project in addition to light sources from neighboring uses would not result in a substantial cumulative impact because the proposed project and future projects in the vicinity would be subject to the lighting standards of Municipal Code Section 17.86.040 (Comprehensive Design Guidelines) that sets standards for lighting and prohibits the use of highly reflective materials and colors. Project design and Municipal Code requirements will ensure that any off-site incremental increases in ambient lighting are minimized so the perceptible effects on nighttime views, or on adjacent properties is less than significant. Therefore, cumulative impacts related to light and glare would be less than significant with incorporation of mitigation.

AIR QUALITY

Regional Emissions. The context for assessing cumulative air quality impacts is the South Coast Air Basin in terms of national and state criteria pollutant standards. Emissions from vehicle trips generated from existing and future development surrounding the proposed project and the region will improve as State emissions control requirements and technologies improve over the long-term. This will result in a positive overall effect on local and regional air quality as time progresses.

CUMULATIVE CONSTRUCTION IMPACTS

Cumulative short-term, construction-related emissions from the proposed project would not contribute considerably to any potential cumulative air quality impact because short-term project emissions would be less than significant and other concurrent construction projects in the region would be required to implement standard air quality regulations and mitigation pursuant to State CEQA requirements. Compliance would ensure that individually, all construction projects would not exceed applicable thresholds and thus, additively would not contribute to any short-term air quality standard violation.

CUMULATIVE OPERATIONAL IMPACTS

Utilizing the projection method, the project was found to conflict with the Air Quality Management Plan for the South Coast Air Basin due to excessive criteria pollutant emissions; therefore, the project will result in significant and unavoidable cumulative criteria pollutant emissions impacts as discussed in Impact 4.2.A.

CULTURAL RESOURCES

Archaeological Resources. The context for assessing cumulative impacts to buried archaeological resources is the presence of any native, subsurface soil in the State based on the definition of *significant resources* defined in Section

15064.5(a)(3)(A) of the State CEQA Guidelines as those resources *that have made a significant contribution to the broad patterns of California's history and cultural heritage*. The context for assessing local cumulative impacts includes the traditional homeland of the Tongva Indian tribe in which the proposed project is located. A significant cumulative impact would occur if construction projects collectively destroyed archaeological resources that provide pre-historic and historic cultural information to the extent that such information would be permanently lost pursuant to Section 15064.5 of the State CEQA Guidelines. The proposed project is located on a site that has been previously disturbed and heavily affected by past uses, specifically construction of previously existing on-site structures. Mitigation Measure 4.3.A-1 and 4.3.A-2 have been incorporated to ensure the proper steps are taken in the event that potential archaeological materials are uncovered. All future projects within the city would be subject to General Plan policies related to archaeological resources. Outside of the city, projects statewide are subject to CEQA requiring evaluation and, if necessary, mitigation for the potential loss of archeological resources. This will ensure that archaeological resources throughout the state are not lost to long-term development. Cumulative impacts related to the loss of cultural resources would be less than significant with implementation of existing regulations and mitigation.

Paleontological Resources. The context for assessing cumulative impacts to buried paleontological resources is the presence of any native, subsurface soil in which paleontological resources have the potential to occur. A significant impact would occur if construction projects collectively destroyed paleontological resources that provide prehistoric information to the extent that such information would be permanently lost. The project site is located on a site that has been previously disturbed and heavily affected by past uses, specifically construction of existing on-site structures. All future projects within the city would be subject to General Plan policies related to paleontological resources. In addition, Mitigation Measure 4.3.A-3 has been incorporated to ensure that the proper steps are taken in the event that potential paleontological materials are uncovered. Outside of the city, projects statewide are subject to CEQA requiring evaluation and, if necessary, mitigation for the potential loss of paleontological resources. This will ensure that paleontological resources throughout the state are not lost to long-term development. Cumulative impacts related to the loss of paleontological resources would be less than significant with implementation of existing regulations and mitigation.

GEOLOGY AND SOILS

There is generally no geographic context for assessing project-level cumulative impacts caused by strong seismic groundshaking, ground failure, and expansive soils because geological hazards are site specific. Developing on one project site would not increase geological hazards on surrounding sites such that a cumulative increase in the potential for loss of property or life would occur. Any future development would be subject to site-specific soils reports and design features to minimize impacts related to geology and soils as required by the California Building Code. No cumulative impacts related to geology and soils would occur.

GREENHOUSE GAS EMISSIONS

The context for assessing climate change is Earth. Climate change is inherently a cumulative impact resulting from the collective emissions of greenhouse gas from sources throughout the world. Efforts to reduce greenhouse gas emissions and curb the impacts of climate change have been established throughout the industrialized world. California has established greenhouse gas emissions reduction goals as discussed in Section 4.5. The United States Environmental Protection Agency (EPA) is taking a *common-sense* approach to establishing standards for emissions from mobile and stationary sources pursuant to the Clean Air Act. In 1997, 37 industrialized countries signed the *Kyoto Protocol* committing those countries to stabilize greenhouse gas emissions. The *Kyoto Protocol* went into effect in 2005 and an estimated five percent reduction below 1990 levels is estimated from signatory countries between 2008 and 2012.¹ While these efforts will substantially reduce greenhouse gas emissions, the Intergovernmental Panel on Climate Change (IPCC) indicates that climate change remains a threat to humans and the environment and that more stringent emissions reductions are needed. Until such time that a fully cooperative effort of industrialized and other nations of the world is achieved such that humans no longer substantially contribute to rising global temperatures, greenhouse gas emissions and resulting climate change impacts remains significant. Although climate change impacts remain significant, the proposed project would not result in a considerable contribution of greenhouse gas emissions as discussed in Section 4.5. Furthermore, the proposed project is consistent with State efforts to reduce greenhouse gas emissions as identified in the State Scoping Plan pursuant to the California Global Warming Solutions Act (AB 32), as discussed in Impact 4.5.B. This includes consistency with measures related to energy efficiency, green

building strategies, recycling, and water conservation. The proposed project would not result in a cumulatively considerable contribution to world climate change.

HAZARDS AND HAZARDOUS MATERIALS

Hazardous Materials. The proposed project would result in a significant hazard if the proposed project would result in the routine transport, use, or disposal of hazardous materials in conjunction with areawide transport, use, or disposal of hazardous materials. The proposed project consists of hotel, retail, restaurant, and residential use. The proposed project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances. Therefore, impacts related to the routine transport, use or disposal of hazardous materials would not be cumulatively considerable.

The EIR analysis (Section 4.6) indicates that localized soil impacts are present as a result of previous industrial use on the project site. A work plan to remove existing on-site clarifiers has been prepared and Mitigation Measure 4.6.A-1 requiring the preparation of a soil vapor survey and health risk assessment be prepared to ensure handling and removal in accordance with state requirements. This impact is isolated to the project site and could not contribute to any broader contamination in the vicinity of the project sites. No cumulative impacts related to soil contamination could occur.

Emergency Access. As discussed in the Initial Study, there are existing access limitations to the Flair Park area. A cumulative impact could occur if construction or operation of the proposed project would, in conjunction with the development of nearby projects, physically interfere with an adopted emergency response plan. Access to Flair Park is provided via Aerojet Avenue at Flair Drive, Baldwin Avenue at Flair Drive, and Rosemead Avenue at Telstar Avenue. All three intersections operate at deficient level of service, and will continue to do so at project build out with slight improvements within implementation of traffic mitigation. The proposed project will not cause these intersections to operate at deficient levels of service as they already operate deficiently. Therefore, the project's contribution to existing cumulative impacts related to emergency access will not be considerable.

HYDROLOGY AND WATER QUALITY

Drainage and Run-off. As discussed in Section 4.7 (Hydrology and Water Quality), an existing storm drain is located under Rio Hondo Avenue. A new catch basin and side opening catch basin will be installed near the hotel drop-off area in the northeastern portion of the site to connect to a new storm drain which will be installed along the eastern and southern boundary of the project site. Downspouts will be installed where the retail development meets the parking garage beneath the residential towers on the east and west sides of the project site and at the southwestern corner of the parking garage. A new storm drain will connect the downspouts to the project storm drain. Stormwater will be collected along the length of the project storm drain via nine side opening catch basins. Two Maxwell IV Drywell drainage systems will be installed at the southwestern corner of the project site to drain landscaped areas and small paved areas. Collected water will flow through a cleanout system before being discharged to the main storm drain beneath Rio Hondo Avenue. Existing storm drains are designed for cumulative, long-term development in the area. 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.² 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; therefore, no net increase in stormwater runoff that would require upsizing of any storm drain will occur. 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. Therefore, the proposed project would not create or contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems in the project area. Impacts would not be cumulatively considerable.

LAND USE AND PLANNING

The context for assessing cumulative impacts related to land use and planning would be the City of El Monte. As part of the proposed project, General Plan Amendment, Zone Change/Specific Plan, Conditional Use Permits, Tentative Parcel Map, Design Review, and Development Agreement are proposed. In the event that these applications would affect future land uses on other sites in the City, a cumulative impact would occur. However, the General Plan Amendment and Specific Plan will only dictate development and development standards for the project site. Therefore, no cumulative impact to land use and planning would occur as a result of the proposed project.

NOISE

Temporary Noise and Vibration. Similar to short-term air quality and hazardous materials cumulative impacts, the context for assessing cumulative short-term construction-related noise and vibration impacts is the combination of nearby construction activities occurring concurrently with development of the project site. Cumulative impacts would occur where the cumulative effects of project construction and construction in the project vicinity cause noise level and vibration thresholds to be exceeded, thereby potentially impacting the health and quality of life of persons in the project vicinity. Construction activities increase temporary noise in the vicinity. Construction-related noise and vibration would be subject to the standards of the General Plan and other industry standards for modeling, analysis, and mitigation pursuant to CEQA and local agency standard environmental review processes. With project mitigation measures related to project construction noise and the requirements for mitigation of other construction projects, potential cumulative construction noise and/or vibration impacts would not be considerable.

Ambient Noise. The context for assessing cumulative noise impacts in the project vicinity is the extent to where noise from operation of the proposed project is no longer discernible with existing and potential future ambient noise sources. Future development when considered with existing development would result in traffic increase and other business and residential activities in the project vicinity. These activities would gradually increase ambient noise levels throughout the area. Future development would be subject to development review to assess noise impacts and ensure that General Plan Noise Element standards are met. Future uses would also be subject to Municipal Code noise ordinance standards for the control of nuisance noise. As discussed in Section 4.9 (Noise), the project build out will not result in noise levels that increase beyond City noise level standards and will not result in noise levels increasing by greater than 3 dBA. Therefore, increase in traffic noise due to the proposed project, related projects, and ambient growth will not be cumulatively considerable.

POPULATION AND HOUSING

Rates of growth in El Monte would occur in response to a variety of regional and national socio-economic factors, including birth rates, migration from other states and other countries, land values, employment opportunities, interest rates, housing supply, demand and pricing, and broad regional and national economic conditions. Growth forecasts have been developed by SCAG. Population in El Monte is projected to increase by approximately 23 percent by 2035 from 2010 levels (113,475 in 2010 and 140,100 in 2035). As discussed in Section 4.10 (Population and Housing), the proposed project has the potential to generate approximately 1,765 new residents. Employment in El Monte is project to increase by approximately six percent (36,300 in 2008 and 38,400 in 2035). The proposed project has the potential to generate approximately 1,799 employees. The anticipated increases in population and employment are within regional growth projections; therefore, the proposed project would not induce substantial growth within the area and therefore would not result in cumulatively significant impacts.

PUBLIC SERVICES

The context for assessing cumulative environmental impacts associated with expansion of facilities needed to provide police, fire, parks and recreation, and school services is the extent of the jurisdiction providing the service. The projection method is appropriate in this analysis as each service provider prepares long-term plans to provide appropriate levels of service to its customers. Fire services are provided by the Los Angeles County Fire Department East Operations Bureau Division IX, police services are provided by the El Monte Police Department, parks and recreation facilities are provided by El Monte Public Works, and school services are provided by the El Monte City School District and the El Monte Union High School District. Cumulative impacts could occur if growth within each service area requires expansion of servicing facilities such as construction of a new fire or police station or expansion of a park. The project will generate need for emergency services,

police protection, recreation, school service, and other public services. Services are maintained and expanded through property taxes and collection of fees that grow incrementally as development occurs within a service area. As new facilities are required, environmental review would commence consistent with CEQA to analyze and mitigate any potential environmental impacts. With the proposed project, as discussed in Section 4.11 (Public Services), new or expanded facilities will not be required to maintain current level of service. Therefore, impacts are not cumulatively considerable.

RECREATION

The context for assessing cumulative environmental impacts associated with the accelerated deterioration of existing regional parks or recreational facilities is the extent of the jurisdiction providing the service. The projection method is appropriate in this analysis as in context of parks master planning efforts. Public parks are maintained by the El Monte Public Works Department. Cumulative impacts could occur if growth within the City causes an increased use of existing facilities such that physical deterioration of those facilities would be accelerated. As discussed in Section 4.12 (Recreation), the proposed project would not significantly increase use of existing recreational facilities because residents would be provided with a number of private on-site amenities. All activities associated with the proposed project are programmed to occur within the development. Existing public facilities may occasionally be utilized if the recreation needs of all the residents are not met on site. However, because of the extensive private amenities provided for residents, the likelihood of residents going off-site to use public facilities is unlikely. Therefore, cumulative impacts related to recreational facilities would be less than significant.

TRANSPORTATION AND TRAFFIC

Construction Traffic. The project traffic study includes analysis of construction worker trips and truck hauling trips in context of long-term traffic growth at study intersections. Based on the traffic study analysis, construction-related trips will result in a temporary, cumulatively considerable traffic impact after consideration of reasonable mitigation.

Operational Traffic. The project traffic study includes analysis of without and with project traffic impacts for year 2016, 2019, and 2035 scenarios. The study analyzed 46 intersections with cumulative project trip generation and ambient traffic growth and is therefore inherently a cumulative analysis. Based on the result of the traffic analysis, the project will result in cumulatively considerable operational traffic impacts after consideration of reasonable mitigation.

Emergency Access. As discussed in Section 4, emergency access and potential for evacuation from the Flair Park area is currently, cumulatively impacted due to deficient operation of intersections in the vicinity. The project's contribution to this existing, cumulative impact was found not to be considerable and would actually result in some improvement due to intersection improvements required for traffic mitigation. 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, impacts remain significant during the weekday PM peak during under future year 2016 and 2019 conditions. The project proponent will fund a 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 also fund 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

Transit, Bicycle, and Pedestrian Facilities. As discussed in the Initial Study, the proposed project does not include any off-site improvements that would result in decreased performance or safety of public transit, bicycle, or pedestrian facilities. The

project also includes transportation demand management measures to reduce vehicle trips and increase use of alternative transportation options. Therefore, impacts would not be cumulatively considerable.

Utilities and Service Systems

Water, Wastewater, and Solid Waste Facilities. The context for assessing cumulative impacts to utilities and service systems is the water supply, wastewater conveyance and treatment, and solid waste disposal infrastructure that support the project site and other development within the City and County. The projection method is appropriate in this analysis as each service provider prepares long-term plans to provide appropriate levels of service to its customers. This includes systems operated by the California American Water (CAW) and the Los Angeles County Sanitation District (LASD). Long-term maintenance and potential expansion of these facilities would be required as the region continues to grow and existing infrastructure ages. All utility providers currently impose development impact fees, connection fees, and service fees designed to maintain and incrementally expand infrastructure to meet existing and growing demand. Future development in the project vicinity and throughout the region would be subject to such fees in accordance with applicable ordinances and service master plans. Any impacts associated with the need to expand service facilities would be subject to environmental review pursuant to CEQA and local agency standards. The proposed project would not have a cumulatively considerable impact on these facilities because the proposed project does not require expansion of any water, wastewater, or solid waste facility (see further discussion in Section 4.13). Cumulatively considerable impacts to utilities and service systems would be less than significant.

Water Supply. The context for assessing cumulative impacts is the water sources serving the proposed project and the region. Water service to the proposed project is provided by the CAW through the San Marino Service Area. Water demand in the CAW service areas is anticipated to increase by 32 acre feet per year (AFY) between 2015 and 2030 (23,776 AFY to 23,808 AFY). CAW uses groundwater and imported surface water. CAW proactively maintains and upgrades its facilities to ensure a reliable, high-quality supply. As discussed in the Urban Water Management Plan for CAW, there are sufficient supplies to meet demand during “Normal Year”, “Single Dry-Year”, and “Multiple Dry-Year” scenarios. The proposed project would not exceed the SCAG projected growth rates and is within the long-term water demands anticipated by CAW. Cumulative impacts to water supplies would therefore be less than significant.

Growth Inducing Impacts

Pursuant to Section 15126.2(d) of the State CEQA Guidelines, the contents of an EIR must address the growth-inducing impacts of a project, as follows:

Growth-Inducing Impacts of the Proposed Project. Discuss the ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow more construction in service areas). Increase in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Growth-inducing effects include ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. A common example is a major infrastructure project or road extension that provides urban service capacities to currently undeveloped areas, thus removing an obstacle to population growth.

The proposed project includes a housing component that will directly result in an estimated population growth of 1,765 residents. The proposed project does not include the upgrading or extension of any utility, roadway, or other service to any areas where it does not currently exist.

The SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) projects an estimated population of 140,100 by 2035. Based on the current and projected numbers, the anticipated 1,765 new residents resulting from the proposed project is within the anticipated growth for El Monte. In addition, no new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure. Impacts related to population growth will be less than significant.

The proposed mixed-use project also includes 640,000 square feet of retail use, 50,000 square feet of restaurant space, and a 250-room hotel. According to the Employment Density Study prepared for SCAG by the Natelson Company, Inc., the proposed retail use will generate approximately 1,509 new employees and the proposed restaurant use will generate approximately 118 new employees. Based on anticipated employee counts provided by the project proponent, the hotel use will generate approximately 172 employees. As a result, the commercial, restaurant, and hotel uses will generate a total of approximately 1,799 new employees. The SCAG RTP/SCS indicated that the City had 36,300 jobs in 2008 and is projected to increase to 38,400 by 2035. This increase is within the growth assumptions estimated by SCAG and thus will not be substantially growth inducing. No new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure. The project will not result in substantial growth that was not already projected for the City of El Monte.

Energy Conservation

This energy conservation analysis has been prepared pursuant to California Public Resources Code Section 21100(b)(3) and Appendix F of the California Environmental Quality Act (CEQA) Guidelines.

The purpose of this analysis is to assess the short- and long-term energy demand of the proposed project, identify proposed and required conservation measures, and assess the extent to which the proposed project would conserve energy. Project energy demand would not be wasteful, inefficient, or unnecessary if it does not increase energy demand over typical construction and operating requirements.

Energy demand and conservation effectiveness are primarily based on demand surveys utilized in the California Emissions Estimator Model (CalEEMod) and provided in the project greenhouse gas emissions analysis. CalEEMod estimates energy demand for purposes of modeling greenhouse gas emissions.

Appendix F of the State CEQA Guidelines states that the goal of assessing energy conservation in a project is to ensure the wise and efficient use of energy. Energy efficiency is achieved by decreasing energy consumption, decreasing reliance on fossil fuels, and increasing reliance on renewable energy sources. The guidelines for analysis of energy conservation provided in Appendix F of the State CEQA Guidelines are provided herein.

CEQA Appendix F: Energy Conservation

I. Introduction

The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- (1) decreasing overall per capita energy consumption,*
- (2) decreasing reliance on fossil fuels such as coal, natural gas and oil, and*
- (3) increasing reliance on renewable energy sources.*

In order to assure that energy implications are considered in project decisions, the California Environmental Quality Act requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy (see Public Resources Code section 21100(b)(3)). Energy conservation implies that a project's cost effectiveness be reviewed not only in dollars, but also in terms of energy requirements. For many projects, cost effectiveness may be determined more by energy efficiency than by initial dollar costs. A lead agency may consider the extent to which an energy source serving the project has already undergone environmental review that adequately analyzed and mitigated the effects of energy production.

II. EIR Contents

Potentially significant energy implications of a project shall be considered in an EIR to the extent relevant and applicable to the project. The following list of energy impact possibilities and potential conservation measures is designed to assist in the preparation of an EIR. In many instances specific items may not apply or additional items may be needed. Where items listed below are applicable or relevant to the project, they should be considered in the EIR.

A. Project Description may include the following items:

1. *Energy consuming equipment and processes which will be used during construction, operation and/or removal of the project. If appropriate, this discussion should consider the energy intensiveness of materials and equipment required for the project.*
2. *Total energy requirements of the project by fuel type and end use.*
3. *Energy conservation equipment and design features.*
4. *Identification of energy supplies that would serve the project.*
5. *Total estimated daily vehicle trips to be generated by the project and the additional energy consumed per trip by mode.*

B. Environmental Setting may include existing energy supplies and energy use patterns in the region and locality.

C. Environmental Impacts may include:

1. *The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.*
2. *The effects of the project on local and regional energy supplies and on requirements for additional capacity.*
3. *The effects of the project on peak and base period demands for electricity and other forms of energy.*
4. *The degree to which the project complies with existing energy standards.*
5. *The effects of the project on energy resources.*
6. *The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.*

D. Mitigation Measures may include:

1. *Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. The discussion should explain why certain measures were incorporated in the project and why other measures were dismissed.*
2. *The potential of siting, orientation, and design to minimize energy consumption, including transportation energy, increase water conservation and reduce solid waste.*
3. *The potential for reducing peak energy demand.*
4. *Alternate fuels (particularly renewable ones) or energy systems.*
5. *Energy conservation which could result from recycling efforts.*

E. Alternatives should be compared in terms of overall energy consumption and in terms of reducing wasteful, inefficient and unnecessary consumption of energy.

F. Unavoidable Adverse Effects may include wasteful, inefficient and unnecessary consumption of energy during the project construction, operation, maintenance and/or removal that cannot be feasibly mitigated.

G. Irreversible Commitment of Resources may include a discussion of how the project preempts future energy development or future energy conservation.

H. Short-Term Gains versus Long-Term Impacts can be compared by calculating the project's energy costs over the project's lifetime.

I. Growth Inducing Effects may include the estimated energy consumption of growth induced by the project.

ENERGY DEMAND

Short-term energy demand would result from construction of the proposed project. This would include energy demand from worker and vendor vehicle trips and construction equipment usage. Long-term energy demand would result from operation of the proposed project. This would include energy demand from vehicle trips, electricity and natural gas usage, and water and wastewater conveyance. This section quantifies the energy needs of these activities.

Construction Activities

Worker and vendor trips have been estimated based on the construction schedule assumptions used in the preparation of the project air quality and climate change report. The construction schedule for the proposed project was determined by the project proponent and phase lengths were estimated using CalEEMod defaults with an anticipated start date of January 2015 for Phase 1 and October 2017 for Phase 2. Vendor trips are based on construction vendor trip data compiled by the Sacramento Metropolitan Air Quality Management District. Fuel consumption from worker and vendor trips are estimated by evaluating the number of vehicle trips and travel distances required to complete each construction phase. Construction is scheduled to occur in the years 2015-2016 for Phase 1 and 2017-2018 for Phase 2 based on the construction phasing schedule. Fuel economy for the worker vehicle fleet mix (70 percent automobile and 30 percent light duty truck) is estimated at 35.4 miles per gallon (mpg) in 2015, 36.6 mpg in 2016, 38.7 mpg in 2017, and 41.3 mpg in 2018, based on estimates prepared by the California Air Resources Board (ARB).³ Fuel efficiency for the vendor medium duty vehicle fleet mix and hauling heavy duty fleet mix is estimated using data provided by the National Highway Traffic Safety Administration (NHTSA) in the Environmental Impact Statement (EIS) for the adopted national medium- and heavy-duty vehicle fuel consumption standard.⁴ Worker vehicles are assumed to be gasoline and vendor/hauling vehicles are assumed to be diesel. Fuel demand for worker and vendor trips for each construction phase activity is calculated as follows:

$$\text{Fuel} = \frac{\text{Trips} * \text{Length} * \text{Days}}{\text{Economy}}$$

Where:

- Fuel = Total Fuel Demand (gallons)
- Trips = Daily Worker/Vendor Trips
- Length = Trip Length (miles)
- Economy = Fuel Economy of Vehicle Fleet (miles/gallon)
- Days = Total Days of Activity

Fuel demand for hauling trips for each demolition activity is calculated as follows:

$$\text{Fuel} = \frac{\text{Trips} * \text{Length} * \text{Days}}{\text{Economy}}$$

Where:

- Fuel = Total Fuel Demand (gallons)
- Trips = Daily Hauler Trips
- Length = Trip Length (miles)
- Economy = Fuel Economy of Vehicle Fleet (miles/gallon)
- Days = Total Days of Activity

Calculations for total worker, vendor, and hauler fuel consumption are provided in Table 6.3-2 (Construction Worker Gasoline Demand), Table 6.3-3 (Construction Vendor Diesel Demand), and Table 6.3-4 (Construction Hauler Fuel Construction). Total gasoline consumption from worker trips is estimated to be 64,743.08 gallons and estimated total diesel consumption is estimated at 30,668.77 gallons.

Table 6.3-2
Construction Worker Gasoline Demand

Phase	Trips	Trip Length	Total Miles	Fuel Economy	gal/day	Total Days	Total Demand
PHASE 1							
Clearing and Grubbing	18	14.7	264.6	35.4	7.47	10	74.75
Hotel Grading	13	14.7	191.1	35.4	5.40	35	188.94
Retail Grading	15	14.7	220.5	35.4	6.23	73	454.70
Hotel Construction	100	14.7	1470	35.4	41.53	230	9,550.85
Residential Grading	15	14.7	220.5	35.4	6.23	27	168.18
Retail Construction	85	14.7	1249.5	35.4	35.30	300	10,588.98
Residential Parking	150	14.7	2205	35.4	62.29	300	18,686.44
Hotel Coatings	20	14.7	294	36.6	8.03	18	144.59
On-Site Paving	13	14.7	191.1	36.6	5.22	18	93.98
Flair Drive Paving	18	14.7	264.6	36.6	7.23	5	36.15
Rio Hondo Paving	18	14.7	264.6	36.6	7.23	5	36.15
Retail Coatings	17	14.7	249.9	36.6	6.83	20	136.56
<i>Phase 1 Worker Gasoline Use (gal)</i>							40,160.27
PHASE 2							
Residential Parking	150	14.7	2205	38.7	56.98	50	2,848.84
Towers Construction	150	14.7	2205	38.7	56.98	370	21,081.40
Residential Coatings	95	14.7	1396.5	42.8	32.63	20	652.57
<i>Phase 2 Worker Gasoline Use (gal)</i>							24,582.81
Total Worker Gasoline Use (gal)							64,743.08

Table 6.3-3
Construction Vendor Diesel Demand

Phase	Trips	Trip Length	Total Miles	Fuel Efficiency	gal/day	Total Days	Total Demand
PHASE 1							
Hotel Construction	8	6.9	55.2	10.75	5.13	300	1,540.47
Retail Construction	8	6.9	55.2	10.75	5.13	300	1,540.47
Parking Construction	8	6.9	55.2	10.75	5.13	300	1,540.47
<i>Phase 1 Vendor Diesel Use (gal)</i>							4,621.40
PHASE 2							
Residential Parking	8	6.9	55.2	10.75	5.13	50	256.74
Towers Construction	8	6.9	55.2	10.75	5.13	370	1,899.91
<i>Phase 2 Vendor Diesel Use (gal)</i>							2,156.65
Total Vendor Diesel Use (gal)							6,778.05

Table 6.3-4
Construction Hauler Diesel Demand

Phase	Trips	Trip Length	Total Miles	Fuel Efficiency	Total Demand
PHASE 1					
Hotel Grading	4361	10	43610	5.6	7,801.43

Retail Grading	5644	10	56440	5.6	10,078.57
Residential Grading	3366	10	33660	5.6	6,010.71
PHASE 2					
No Hauling Trips	--	--	--	--	0.00
Total Hauler Diesel Use (gal)					23,890.72

Diesel fuel consumption by construction equipment has been estimated based on the construction schedule and equipment usage assumptions used in the preparation of the project air quality and climate change analysis. The construction schedule and equipment assumptions are based on SCAQMD construction survey data that accounts for equipment needs at over 50 construction sites. Fuel usage is determined by evaluating the anticipated usage of each piece of equipment at an estimated fuel use rate of 0.04 gallons per horsepower hour.⁵ Equipment fuel demand for each construction phase activity is calculated as follows:

$$\text{Fuel} = \text{HP} * \text{Load} * \text{Rate} * \text{Pieces} * \text{Hrs} * \text{Days}$$

Where:

- Fuel = Total Fuel Demand (gallons)
- HP = Horsepower of Equipment
- Load = Load Factor of Equipment
- Pieces = Number of Equipment Required for Activity
- Hrs = Hours per Day Equipment is in Operation
- Days = Total Days of Activity

Calculations for total construction equipment diesel consumption are provided in Table 6.3-5 (Construction Equipment Diesel Demand). Total diesel consumption after all construction phases is estimated to be 119,519.02 gallons.

Table 6.3-5
Construction Equipment Diesel Demand

Phase and Activity	Equipment Type	Horse Power	Load Factor	Fuel Rate	Fuel Use/Hr	No. Equipment	Hrs/Day	Total Days	Total Fuel Use
PHASE 1									
Clearing and Grubbing	Rubber Tired Dozers	255	0.4	0.04	4.08	3	8	10	979.20
Clearing and Grubbing	Tractors/Loaders/Backhoes	97	0.37	0.04	1.44	4	8	10	459.39
Hotel Grading	Excavators	162	0.38	0.04	2.46	1	8	35	689.47
Hotel Grading	Graders	174	0.41	0.04	2.85	1	8	35	799.01
Hotel Grading	Rubber Tired Dozers	255	0.4	0.04	4.08	1	8	35	1,142.40
Hotel Grading	Tractors/Loaders/Backhoes	97	0.37	0.04	1.44	2	8	35	803.94
Retail Grading	Excavators	162	0.38	0.04	2.46	1	8	73	1,438.04
Retail Grading	Graders	174	0.41	0.04	2.85	1	8	73	1,666.50
Retail Grading	Rubber Tired Dozers	255	0.4	0.04	4.08	1	8	73	2,382.72
Retail Grading	Tractors/Loaders/Backhoes	97	0.37	0.04	1.44	3	8	73	2,515.17
Hotel Construction	Cement and Mortar Mixers	9	0.56	0.04	0.20	1	8	230	370.94
Hotel Construction	Cranes	226	0.29	0.04	2.62	1	7	230	4,220.78
Hotel Construction	Forklifts	89	0.2	0.04	0.71	2	8	230	2,620.16
Hotel Construction	Pumps	84	0.74	0.04	2.49	1	6	230	3,431.23
Hotel Construction	Tractors/Loaders/Backhoes	97	0.37	0.04	1.44	2	7	230	4,622.63
Residential Grading	Excavators	162	0.38	0.04	2.46	2	8	27	1,063.76
Residential Grading	Graders	174	0.41	0.04	2.85	1	8	27	616.38
Residential Grading	Rubber Tired Dozers	255	0.4	0.04	4.08	1	8	27	881.28
Residential Grading	Tractors/Loaders/Backhoes	97	0.37	0.04	1.44	2	8	27	620.18
Retail Construction	Cement and Mortar Mixers	9	0.56	0.04	0.20	1	8	300	483.84
Retail Construction	Cranes	226	0.29	0.04	2.62	1	7	300	5,505.36
Retail Construction	Forklifts	89	0.2	0.04	0.71	3	8	300	5,126.40
Retail Construction	Generator Sets	84	0.74	0.04	2.49	1	8	300	5,967.36
Retail Construction	Pumps	84	0.74	0.04	2.49	1	6	300	4,475.52
Retail Construction	Tractors/Loaders/Backhoes	97	0.37	0.04	1.44	3	7	300	9,044.28
Retail Construction	Welders	46	0.45	0.04	0.83	1	8	300	1,987.20
Residential Parking	Cement and Mortar Mixers	9	0.56	0.04	0.20	1	8	300	483.84
Residential Parking	Cranes	226	0.29	0.04	2.62	1	7	300	5,505.36
Residential Parking	Forklifts	89	0.2	0.04	0.71	3	8	300	5,126.40
Residential Parking	Generator Sets	84	0.74	0.04	2.49	1	8	300	5,967.36

Phase and Activity	Equipment Type	Horse Power	Load Factor	Fuel Rate	Fuel Use/Hr	No. Equipment	Hrs/Day	Total Days	Total Fuel Use
Residential Parking	Pumps	84	0.74	0.04	2.49	1	6	300	4,475.52
Residential Parking	Tractors/Loaders/Backhoes	97	0.37	0.04	1.44	3	7	300	9,044.28
Residential Parking	Welders	46	0.45	0.04	0.83	1	8	300	1,987.20
Hotel Coatings	Air Compressors	78	0.48	0.04	1.50	1	6	18	161.74
On-Site Paving	Pavers	125	0.42	0.04	2.10	2	8	18	604.80
On-Site Paving	Paving Equipment	130	0.36	0.04	1.87	2	8	18	539.14
On-Site Paving	Rollers	80	0.38	0.04	1.22	2	8	18	350.21
Flair Drive Paving	Cement and Mortar Mixers	9	0.56	0.04	0.20	4	8	5	32.26
Flair Drive Paving	Pavers	125	0.42	0.04	2.10	1	8	5	84.00
Flair Drive Paving	Rollers	80	0.38	0.04	1.22	1	8	5	48.64
Flair Drive Paving	Tractors/Loaders/Backhoes	97	0.37	0.04	1.44	1	8	5	57.42
Rio Hondo Paving	Cement and Mortar Mixers	9	0.56	0.04	0.20	1	8	5	8.06
Rio Hondo Paving	Pavers	125	0.42	0.04	2.10	1	8	5	84.00
Rio Hondo Paving	Rollers	80	0.38	0.04	1.22	1	8	5	48.64
Rio Hondo Paving	Tractors/Loaders/Backhoes	97	0.37	0.04	1.44	1	8	5	57.42
Retail Coatings	Air Compressors	78	0.48	0.04	1.50	1	6	20	179.71
<i>Phase 1 Construction Equipment Diesel Demand (gal)</i>									<i>98,759.15</i>
PHASE 2									
Residential Parking	Cement and Mortar Mixers	9	0.56	0.04	0.20	1	8	50	80.64
Residential Parking	Cranes	226	0.29	0.04	2.62	1	4	50	524.32
Residential Parking	Forklifts	89	0.2	0.04	0.71	3	6	50	640.80
Residential Parking	Generator Sets	84	0.74	0.04	2.49	1	8	50	994.56
Residential Parking	Pumps	84	0.74	0.04	2.49	1	6	50	745.92
Residential Parking	Tractors/Loaders/Backhoes	97	0.37	0.04	1.44	3	8	50	1,722.72
Residential Parking	Welders	46	0.45	0.04	0.83	1	8	50	331.20
Towers Construction	Cranes	226	0.29	0.04	2.62	1	4	370	3,879.97
Towers Construction	Forklifts	89	0.2	0.04	0.71	2	6	370	3,161.28
Towers Construction	Tractors/Loaders/Backhoes	97	0.37	0.04	1.44	2	8	370	8,498.75
Residential Coatings	Air Compressors	78	0.48	0.04	1.50	1	6	20	179.71
<i>Phase 2 Construction Equipment Diesel Demand (gal)</i>									<i>20,759.87</i>
Total Construction Equipment Diesel Demand (gal)									119,519.02

Operational Activities

Mobile Sources

Employees, vendors, and customers of the proposed project will result in the generation of vehicle trips to and from the project site. This will result in the use of gasoline and diesel fuels over the life of the proposed project. Vehicle trips from the proposed project were estimated in the project traffic study. Similar to construction worker and vendor trips, fuel consumption by operation-related vehicles will depend on the number of trips and the length of the trip. Operational trip type, trip length, and fleet mix were generated in CalEEMod from data provided by ARB and SCAQMD. For retail uses, 64.7 percent of trips are assumed to be customer to commercial (C-C) trips, 16.3 percent of trips are assumed to be employee trips (C-W), and 19 percent of trips are assumed to be commercial to nonwork (C-NW) trips such as deliveries. For restaurant uses, 69 percent of trips are assumed to be customer to commercial (C-C) trips, 12 percent of trips are assumed to be employee trips (C-W), and 19 percent of trips are assumed to be commercial to nonwork (C-NW) trips such as deliveries. For the hotel, 61.6 percent of trips are assumed to be customer to hotel (C-C) trips, 19.4 percent of trips are assumed to be employee trips (C-W), and 19 percent of trips are assumed to be commercial to nonwork (C-NW) trips such as deliveries. For residential, 40.2 percent of trips are assumed to be home to work (H-W) trips, 19.2 percent of trips are assumed to be home to school (H-S) trips, and 40.6 percent of trips are assumed to be home to nonwork (H-O) trips. Annual operational fuel demand was calculated as follows:

$$\text{Fuel}_{\text{TT}} = \frac{\text{TVM}}{\text{Economy}}$$

Where:

Fuel = Total Annual Fuel Demand (gallons)
 TVM = Total Annual Vehicle Miles
 Economy = Fuel Economy of Vehicle Fleet (miles/gallon)

Calculations for annual mobile source fuel consumption are provided in Table 6.3-6 (Mobile Source Gasoline Demand) and Table 6.3-7 (Mobile Source Diesel Demand). Mobile sources from the proposed project will require approximately 2,216,224 gallons of gasoline per year and 3,098,938 gallons of diesel per year beginning in 2017 for Phase 1 and 2019 for Phase 2.

Table 6.3-6
 Mobile Source Gasoline Demand

Trip Type	Annual Vehicle Miles	Fuel Economy	Total Demand
PHASE 1			
Retail Visitor to-Commercial	43,755,373	38.7	1,130,630
Retail Employee Home-to-Work	11,023,378	38.7	284,842
Hotel Visitor to-Hotel	5,098,697	38.7	131,749
Hotel Employee Home-to-Work	1,605,759	38.7	41,492
Restaurant Visitor to-Commercial	10,422,949	38.7	269,327
Restaurant Employee Home-to-Work	1,812,687	38.7	46,839
<i>Phase 1 Operational Gasoline Demand (gal)</i>			<i>1,904,880</i>
PHASE 2			
Resident Home-to-Work	5,356,859	42.8	125,160
Resident Home-to-School	2,558,500	42.8	59,778
Resident Home-to-Nonwork	5,410,161	42.8	126,406
<i>Phase 2 Operational Gasoline Demand (gal)</i>			<i>311,344</i>
Total Operational Gasoline Demand (gal)			2,216,224

Table 6.3-7
Mobile Source Diesel Demand

Trip Type			
PHASE 1			
Retail Vendor	12,849,337	5.58	2,302,749
Hotel Vendor	1,572,650	5.58	281,837
Restaurant Vendor	2,870,087	5.58	514,353
PHASE 2			
No Vendor Trips	--	--	0.00
Total Operational Diesel Demand (gal)			3,098,938

Electricity and Natural Gas Use

Electricity and natural gas would be required to provide energy to the proposed assisted living facility for indoor and outdoor lighting, office equipment, building cooling and heating, kitchen operations, and water heating. Energy demand was estimated using CalEEMod default calculations. The annual increase in electricity demand will be approximately 20,181,988 kilowatt hours per year (kWh/yr) and natural gas demand by 26,131,420 thousand British Thermal Units per year (kBtu/yr) before the incorporation of energy conservation measures. With incorporation of energy conservation measures, the annual increase in electricity demand will be approximately 11,408,298 kWh/yr of and natural gas demand by 25,437,020 kBtu/yr.

Water and Wastewater

Electricity will indirectly be required to treat and convey water to the project site and convey wastewater away from the project site. Water demand for the proposed project was estimated using CalEEMod default calculations. Electricity demand for water-related energy is estimated using the CEC *Refining Estimates of Water-Related Energy Use in California*.⁶ Water demand is estimated to increase by approximately 65.89 million gallons per year (MGY) (without consideration of CALGREEN 2011 building code requirements). Wastewater discharges were estimated at 86.21 million gallons per year. Indirect energy demand for water and wastewater purposes is calculated as follows:

$$\text{Indirect}_w = (D_w * \text{Supply}) + (D_w * \text{Treat}) + (D_w * \text{Distribute})$$

Where:

- Indirect = Indirect Electricity Demand (kWh/year)
- D = Demand/Discharge (million gallons per year)
- Supply = Electricity Required to Supply (kWh)
- Treat = Electricity Required to Treat (kWh)
- Distribute = Electricity Required to Convey (kWh)
- W = Water or Wastewater

Indirect electricity demand for water and wastewater treatment and conveyance is detailed in Table 6.3-8 (Indirect Electricity Demand). Water and wastewater treatment and conveyance will increase by approximately 731,983 kWh/yr of electricity.

Table 6.3-8
Indirect Electricity Demand

Source	MGY	Supply	Treat	Distribute	Total
PHASE 1					
Water	18.32	9,727	111	1,272	203,500
Wastewater	3.12	--	1,911	--	34,688
<i>Phase 1 Indirect Demand (kWh/yr)</i>					238,187
PHASE 2					
Water	44.45	9,727	111	1,272	493,796
Wastewater	0	--	1,911	--	0
<i>Phase 2 Indirect Demand (kWh/yr)</i>					493,796
Total Indirect Demand (kWh/yr)					731,983

Energy Demand by Source

Short- and long-term energy demand under business-as-usual conditions is summarized in Table 6.3-9 (Energy Demand by Source Without Mitigation) and mitigation energy demand is summarized in Table 6.3-10 (Energy Demand by Source With Mitigation). Electricity demand has been summarized by production source, based on the *Emissions and Generation Resource Integrated Database* (eGRID) for Southern California Edison (SCE).⁷ Construction-related demand has been amortized over a 30-year period to compare to annual operational emissions.

Energy Conservation

The proposed project will be subject to state water efficiency regulations pursuant to the California Building Code (CBC) that will reduce long-term project energy demand. These requirements would reduce wasteful, inefficient, and unnecessary consumption of energy over the long-term. The following quantifies energy demand reductions pursuant to these requirements.

California Building Code

Pursuant to the CBC CALGREEN requirements, the proposed project will be subject to the following requirements:⁸

- 20 percent reduction in water demand (5.303.2)
- 20 percent reduction in wastewater discharges (5.303.4)

Reduce Water and Wastewater Demand (5.303.2 & 5.303.4)

The minimum 20 percent reduction in water demand and wastewater discharges would decrease indoor water demand and wastewater discharges. This would result in a concurrent reduction in energy demand to supply, treat, and convey water and wastewater.

CONCLUSION

With implementation of existing regulations, energy demand for the proposed project will not be wasteful, inefficient, or unnecessary.

Table 6.3-9
Energy Demand by Source Without Mitigation

Activity	Gasoline (gal/yr)	Diesel (gal/yr)	Natural Gas (kBTU/yr)	Electricity (kWh/yr)				
				Coal	Oil	Natural Gas	Nuclear	Hydro
PHASE 1								
<i>Construction</i>								
Worker	638	--	--	--	--	--	--	--
Vendor/Hauler	--	1,104	--	--	--	--	--	--
Equipment	--	3,292	--	--	--	--	--	--
<i>Operational</i>								
Mobile	1,904,880	3,098,938	--	--	--	--	--	--
Natural Gas	--	--	17,487,800	--	--	--	--	--
Direct Electricity	--	--	--	5,674,700	15,473	11,596	9,289,804	2,551,684
Indirect Electricity	--	--	--	110,371	301	226	180,683	49,629
<i>Unmitigated Phase 1 Total</i>	<i>1,905,517</i>	<i>3,103,334</i>	<i>17,487,800</i>	<i>5,785,071</i>	<i>15,774</i>	<i>11,822</i>	<i>9,470,487</i>	<i>2,601,314</i>
PHASE 2								
<i>Construction</i>								
Worker	819	--	--	--	--	--	--	--
Vendor/Hauler	--	144	--	--	--	--	--	--
Equipment	--	20,760	--	--	--	--	--	--
<i>Operational</i>								
Mobile	311,344	--	--	--	--	--	--	--
Natural Gas	--	--	8,643,620	--	--	--	--	--
Direct Electricity	--	--	--	853,547	2,327	1,744	1,397,305	383,806
Indirect Electricity	--	--	--	179,694	490	367	294,169	80,801
<i>Unmitigated Phase 2 Total</i>	<i>312,163</i>	<i>20,904</i>	<i>8,643,620</i>	<i>1,033,241</i>	<i>2,817</i>	<i>2,111</i>	<i>1,691,474</i>	<i>464,607</i>
Unmitigated Project Total	2,217,680	3,124,238	26,131,420	6,818,312	18,591	13,933	11,161,961	3,065,921

Table 6.3-10
Energy Demand by Source With Mitigation

Activity	Gasoline (gal/yr)	Diesel (gal/yr)	Natural Gas (kBTU/yr)	Electricity (kWh/yr)				
				Coal	Oil	Natural Gas	Nuclear	Hydro
PHASE 1								
<i>Construction</i>								
Worker	638	--	--	--	--	--	--	--
Vendor/Hauler	--	1,104	--	--	--	--	--	--
Equipment	--	3,292	--	--	--	--	--	--
<i>Operational</i>								
Mobile	1,454,612	2,366,424	--	--	--	--	--	--
Natural Gas	--	--	17,137,050	--	--	--	--	--
Direct Electricity	--	--	--	3,061,850	8,349	6,257	5,012,421	1,376,791
Indirect Electricity	--	--	--	96,456	263	197	157,904	43,372
<i>Mitigated Phase 1 Total</i>	<i>1,455,250</i>	<i>2,370,820</i>	<i>17,137,050</i>	<i>3,158,306</i>	<i>8,612</i>	<i>6,454</i>	<i>5,170,325</i>	<i>1,420,163</i>
PHASE 2								
<i>Construction</i>								
Worker	819	--	--	--	--	--	--	--
Vendor/Hauler	--	144	--	--	--	--	--	--
Equipment	--	20,760	--	--	--	--	--	--
<i>Operational</i>								
Mobile	250,692	--	--	--	--	--	--	--
Natural Gas	--	--	8,299,970	--	--	--	--	--
Direct Electricity	--	--	--	628,381	1,713	1,284	1,028,694	282,557
Indirect Electricity	--	--	--	179,539	490	367	293,916	80,732
<i>Mitigated Phase 2 Total</i>	<i>251,511</i>	<i>20,904</i>	<i>8,299,970</i>	<i>807,920</i>	<i>2,203</i>	<i>1,651</i>	<i>1,322,610</i>	<i>363,289</i>
Mitigated Project Total	1,706,761	2,391,724	25,437,020	3,966,226	10,815	8,105	6,492,935	1,783,452

Significant Irreversible Environmental Changes

The proposed project would be developed in an urbanized area; therefore, the irreversible loss of natural, undeveloped lands would not occur.

An irreversible commitment of non-renewable natural resources is inherent in any development project. Such resources would include, but are not limited to, lumber and other related forest products for building construction; sand and gravel for driveways and grading activities, a variety of metals used in the manufacture of building materials such as steel, copper piping and wiring, etc., along with hydrocarbon-based fuel sources that require extraction and chemical alteration and/or combustion of natural resources such as oil, natural gas, coal, and shale.

The proposed project represents a long-term commitment to the consumption of energy for electricity, water and space heating, water supply and treatment, and fuels to power various modes of motorized transportation including automobiles and landscape equipment, as discussed in Section 6.3. Impacts associated with long term energy consumption would depend on the energy sources and methods of producing energy. Typical hydrocarbon-based sources produce higher volumes of various criteria air pollutants and greenhouse gases than renewable energy sources such as wind and solar power or alternative fuel sources such as biodiesel and cellulosic ethanol. To the extent that hydrocarbon based fuel sources are replaced with less polluting, renewable sources; emissions would be reduced.

Unavoidable Significant Environmental Impacts

The analysis presented in Section 4 found that impacts related to criteria pollutant emissions at the regional and local level would be significant and unavoidable after consideration of feasible mitigation. Short-term construction-related and long-term operational trip generation was also found to result in significant and unavoidable traffic impacts after consideration of feasible mitigation.

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- ¹ United Nations. Framework Convention on Climate Change. Kyoto Protocol. [http://unfccc.int/kyoto_protocol/items/2830.php/](http://unfccc.int/kyoto_protocol/items/2830.php) [July 25, 2012]
- ² VCA Engineers. Flair Spectrum Hydrology Summary. October 2014
- ³ California Air Resources Board. Technical Assessment. Comparison of Greenhouse Gas Reductions Under CAFÉ Standards and ARB Regulations Adopted Pursuant to AB1493. January 2008
- ⁴ National Highway Traffic Safety Administration. Draft Environmental Impact Statement. Medium- and Heavy-Duty Fuel Efficiency Improvement Program. October 2010
- ⁵ Pratt, David. Fundamentals of Construction Estimating. 2nd Ed. 2004
- ⁶ California Energy Commission. Refining Estimates of Water-Related Energy Use in California. 2006
- ⁷ United States Environmental Protection Agency. eGRIDweb: Southern California Edison Co. <http://www.epa.gov/cleanenergy/energy-resources/egrid/> [September 2014]
- ⁸ California Building Standards Commission. California Building Code. January 2011

7.0 Effects Found Not to be Significant

**7.0 EFFECTS FOUND NOT
TO BE SIGNIFICANT**

EFFECTS FOUND NOT TO BE SIGNIFICANT 7.0

CEQA Guidelines Section 15128 requires a statement indicating the reason that various possible significant effects are determined not to be significant and therefore are not discussed in the EIR. The Initial Study prepared for the project and circulated on July 9, 2014 and July 10, 2014 determined that the impacts listed below would not occur or would be less than significant; therefore, these topics have not been further analyzed in this DEIR. Please refer to Appendix A (Scoping Materials) for explanations of the basis for these conclusions.

AESTHETICS

- Scenic Resources – No Impact

AGRICULTURE RESOURCES

- Farmland Mapping and Monitoring Program – No Impact
- Agricultural Use/Williamson Act – No Impact
- Rezoning Forest Land/Timberland – No Impact
- Conversion/Loss of Forest Land – No Impact
- Farmland Conversion – No Impact

AIR QUALITY

- Objectionable Odors – No Impact

BIOLOGICAL RESOURCES

- Sensitive Natural Communities – No Impact
- Riparian Habitat/Sensitive Natural Community – No Impact
- Wetlands – No Impact
- Wildlife Migration – No Impact
- Local Policies/Ordinances Protecting Biological Resources – No Impact
- Conservation Planning – No Impact

CULTURAL RESOURCES

- Historical Resources – No Impact
- Archaeological Resources – Less than Significant Impact
- Paleontological Resources – Less than Significant Impact
- Human Remains – Less than Significant Impact

GEOLOGY AND SOILS

- Fault Rupture – Less than Significant Impact
- Seismic Ground Shaking – Less than Significant Impact
- Landslides – Less than Significant Impact
- Loss of Topsoil – Less than Significant Impact
- Expansive Soil – No Impact
- Septic Tanks – No Impact

HAZARDS AND HAZARDOUS MATERIALS

- Hazardous Materials Transport/Use/Disposal – Less than Significant Impact
- Release of Hazardous Materials – Less than Significant Impact
- Airport Land Use Plan – No Impact
- Private Airstrips – No Impact
- Emergency Planning – Less than Significant Impact
- Wildland Fires – No Impact

HYDROLOGY AND WATER QUALITY

- Water and Wastewater Standards – Less than Significant Impact
- Groundwater Supplies and Recharge – Less than Significant Impact
- On – and Off-Site Erosion – Less than Significant Impact
- On – and Off-Site Flooding – Less than Significant Impact
- Water Quality – No Impact
- 100-Year Flooding and Housing – No Impact
- Impedance/Redirection of 100-Year Flooding – No Impact
- Dam or Levee Failure – Less than Significant Impact
- Seiche, Tsunami, or Mudflow – No Impact

LAND USE AND PLANNING

- Division of Communities – No Impact
- Conservation Planning – No Impact

MINERAL RESOURCES

- Regional Mineral Resources – No Impact
- Local Mineral Resources – No Impact

NOISE

- Airport Vicinity – Less than Significant Impact
- Private Airstrip Vicinity – Less than Significant Impact

POPULATION AND HOUSING

- Displacement of Housing – No Impact
- Displacement of People – No Impact

TRANSPORTATION AND TRAFFIC

- Changes in Air Traffic Patterns – Less than Significant Impact
- Hazardous Design Features – Less than Significant Impact
- Emergency Access – Less than Significant Impact

UTILITIES AND SERVICE SYSTEMS

- Wastewater Treatment Requirements – Less than Significant Impact
- Landfill Capacity – Less than Significant Impact

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9.0 References

9.0 REFERENCES

ORGANIZATIONS AND PERSONS CONSULTED 9.0

El Monte Police Department

Michael Goodwin, Lieutenant

El Monte Fire Department

Rick Luke, Battalion Fire Chief

El Monte City School District

Sue Micek, Senior Executive Assistant to Deputy Superintendent

El Monte Union High School District

Amparo Becerra

County of Los Angeles Fire Department

Frank Vidales, Chief, Forestry Division, Prevention Service Bureau

