MYE PLAZA MIXED-USE DEVELOPMENT PROJECT

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

Prepared By

Kimley-Horn and Associates, Inc.
1100 Town and Country Road, Suite 700
Orange, California 92868

Prepared For

City of South El Monte
1415 Santa Anita Avenue
South El Monte, California 91733

November 2021

Kimley»Horn

Mye Plaza Mixed-Use Development Project

Initial Study and Mitigated Negative Declaration

Prepared for	City of South El Monte 1415 Santa Anita Avenue South El Monte, CA 91733
Prepared by	Kimley-Horn and Associates, Inc. 1100 West Town and Country Road, Suite 700 Orange, California 92868
Date	November 2021

This Page Intentionally Left Blank

TABLE OF CONTENTS

List of Exhibits

List of Tables

List of Appendices

This Page Intentionally Left Blank

1.0 INTRODUCTION

1.1 Purpose and Scope of the Initial Study

In accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq.), this Initial Study has been prepared to evaluate the potential environmental effects associated with the construction and operation of the proposed Mye Plaza Mixed-Use Development Project (hereinafter referred to as the "proposed project" or "project"). This Initial Study includes a description of the proposed Project; evaluates each of the environmental issue areas identified in the environmental checklist form provided in Section 3.0; and recommends standard conditions and mitigation measures to lessen or avoid the project's significant adverse impacts on the environment.

Pursuant to Section 15367 of the State CEQA Guidelines, the City of South El Monte (City) is the Lead Agency for the project. The Lead Agency is the public agency that has the principal responsibility for carrying out or approving a project. The City has the authority for environmental review in accordance with CEQA and certification of the environmental documentation. Any responsible agency may elect to use this environmental analysis for discretionary actions associated with the implementation of the project.

1.2 Summary of Findings

Based on the environmental checklist form completed for the proposed project and supporting environmental analysis, the project would have no impact or a less than significant impact on the following environmental issue areas: Aesthetics, Agriculture and Forestry Resources, Biological Resources, Energy, Greenhouse Gases, Hydrology and Water Quality, Land Use, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfires. The proposed project's impacts on the following issue areas would be less than significant with the implementation of mitigation: Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, and Tribal Cultural Resources. All impacts would be less than significant after mitigation.

As set forth in the State CEQA Guidelines Section 15070, an Initial Study leading to a Mitigated Negative Declaration (IS/MND) can be prepared when the Initial Study has identified potentially significant environmental impacts but revisions have been made to the Project, prior to public review of the Initial Study, that would avoid or mitigate the impacts to a level considered less than significant; and there is no substantial evidence in light of the whole record before the public agency that the project, may have a significant effect on the environment.

1.3 Initial Study Public Review Process

The Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration has been provided to the County of Los Angeles Clerk-Recorder and mailed to responsible agencies, nearby property owners, and others who expressed interest in being notified. A 20-day public review period has been established for the IS/MND in accordance with Section 15073 of the State CEQA Guidelines. During the public review period, the IS/MND, including the technical appendices, can be accessed on the City's website and is available for review at the location identified below.

https://www.cityofsouthelmonte.org/185/Planning

City of South El Monte
Community Development Department, Planning Division
1415 Santa Anita Avenue
South El Monte, California 91733

In reviewing the IS/MND, affected public agencies and interested members of the public should focus on the adequacy of the document in identifying and analyzing the potential environmental impacts and the ways in which the potentially significant effects of the project can be avoided or mitigated. Comments on the IS/MND and the analysis contained herein may be sent to:

Ian McAleese, Assistant Planner
City of South El Monte
1415 Santa Anita Avenue
South El Monte, California 91733
(626) 579-6540 extension 3201
imcaleese@soelmonte.org

Comments sent via email should include the project title in the subject line and a valid mailing address in the email.

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City of South El Monte will determine whether any substantial new environmental issues have been raised. If so, further documentation may be required. If not or if the issues raised do not provide substantial evidence that the project will have a significant effect on the environment, the IS/MND and the project will be considered for adoption and approval, respectively.

1.4 Report Organization

This document has been organized into the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the conclusions of the Initial Study.

Section 2.0 – Project Description. This section identifies key project characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Initial Study Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 – Environmental Evaluation. This section contains an analysis of environmental impacts identified in the environmental checklist.

Section 5.0 – References. The section identifies resources used to prepare the Initial Study.

2.0 PROJECT DESCRIPTION

2.1 Project Location and Existing Setting

The project site is shown in a regional and local context at **Exhibit 1, *Regional and Local Vicinity Map***. The project site is located at 2727 N. Rosemead Boulevard in the western portion of the City of South El Monte, Los Angeles County, California. The approximately 1.73-acre project site includes six parcels legally described as Assessor Parcel Numbers (APNs) 5281-002-005, -006, -009, -010, -011, -018. The property is generally bordered by Mabel Avenue to the north, Rosemead Boulevard (State Route [SR] 164) to the east, a mobile home park and Troy Avenue to the south, and light industrial uses to the west. Regional access is provided by Interstate 10 (I-10), which is located approximately 0.75 mile north of the project site, and the Pomona Freeway (SR-60), which is located approximately 1.4 miles south of the project site.

Local access into the project site is currently restricted by locked gates, although there are driveways on Mabel Avenue and Rosemead Boulevard for private access. Public, on-street parking is provided along parts of Mabel Avenue. No on-street parking is allowed on Rosemead Boulevard.

The proposed project is approximately 0.2 mile east of the Rio Hondo bikeway. There are no existing bike lanes on Rosemead Boulevard or Mabel Avenue. The General Plan Circulation Element identifies future bikeways in the project vicinity including a Class II bikeway along Rosemead Boulevard and a Class III bikeway along Loma Avenue and Mabel Avenue.

Public transit service is provided by Foothill Transit, Los Angeles County Metropolitan Transportation Authority (Metro), and Norwalk Transit. Foothill Transit provides fixed-route bus public transit service to the San Gabriel Valley in the greater Los Angeles area. Foothill Transit has north-south fixed-route bus service that operates from the El Monte Station to the Montebello Town Center with a bus stop is at the intersection of Garvey Avenue and Santa Anita Avenue approximately 1.3 miles east of the project site.

Metro provides bus rapid transit service throughout Los Angeles County. Four fixed-route (three north-south routes and one east-west route) lines are near the project site. Bus stops are located within approximately 430 feet of the project site. Norwalk Transit provides rapid bus and paratransit services in the City of Norwalk, along with several adjacent cities, including the City of South El Monte. The nearest bus stop is at the intersection of Garvey Avenue and Santa Anita Avenue, which is approximately 1.3 miles east from the project site.

The project site has been used as large vehicle storage and junk yard and includes concrete paving in the southern and eastern portions of the site and gravel paving throughout the remainder of the site. The site is fenced. A small, dilapidated six-foot by six-foot guard shack is located at the southeast property boundary. There is existing perimeter landscaping along the Rosemead Boulevard frontage and sparse vegetation on Mabel Avenue. There are eight trees on the site: two bottlebrush, one juniper, one caster bean, and one ligustrum along Rosemead Boulevard; one juniper tree on the southwestern corner of the site; one ash tree on the southeast portion of the site; and one dead tree on the south-central portion of the site. There are sidewalks along the project site frontage on Rosemead Boulevard and Mabel Avenue, as well as overhead utilities on both streets. The project site is generally flat with on-site elevations ranging from approximately 241 to 243 feet above mean sea level (msl)[1].

[1] Topographic Map. Calland Engineering, Inc., 2020.

Land uses near the project site are summarized in **Table 2-1**: **Surrounding Land Uses.**

Table 2-1: Surrounding Land Uses

Direction	Land Uses
North	Mabel Avenue; car wash; dental office and commercial retail on the north side of Mabel Avenue
East	Rosemead Boulevard; car wash, commercial retail and surface parking, Bruin Avenue and light industrial uses east of Rosemead Boulevard
South	Mobile home park, single-family residences, Troy Avenue
West	Single-family residences, light industrial uses, Lee Avenue

2.2 Land Use Designations

General Plan

The project site has a General Plan designation of Commercial-Manufacturing (CM). According to the *City of South El Monte General Plan*, the CM designation allows for general commercial and limited manufacturing uses. The CM designation has a floor-area-ratio (FAR) limit of 0.75. Allowable uses include light manufacturing, warehousing, distribution, wholesale, and service operations. The project requires a General Plan Amendment to change the designation from CM to Mixed-Use (C/R). The Mixed-Use (C/R) category provides opportunities for mixtures of commercial, office, and residential uses in the same building on the same parcel of land, or side by side within the same area. Allowable uses include those identified in the High-Density Residential and Commercial categories. Multi-family residential development is allowed at densities up to 100 units per acre (du/ac) without a requirement for commercial uses. Commercial development is allowed up to an FAR of 1.0 without a requirement for accompanying residential uses. However, commercial uses are permitted on the ground floor of an otherwise residential building. If a site designated mixed use includes both residential and commercial uses, 100 units per acre plus ground floor commercial are permitted.

Zoning

The project site is zoned Commercial-Manufacturing (C-M) and the project requires a zone change to Commercial Residential (C-R). The C-R zoning district allows for a mix of commercial and residential uses, or solely commercial or residential land uses. Development standards are found in the City of South El Monte Municipal Code (Municipal Code) Chapter 17.15. Like the General Plan Mixed Use (C/R) land use designation, the residential density allowances in the C-R zoning district vary based on the zoning of abutting properties: 35 du/ac when abutting a single-family zone; 87 du/ac when abutting a multi-family zone; and 100 du/ac when not abutting any residential zone. The project site abuts properties with a Manufacturing (M) designation to the west and south, and a Commercial-Manufacturing (C-M) designation on all other sides. Accordingly, per Municipal Code Table 17.15-B, the maximum residential density for the project site is 100 du/ac. The proposed project would have a density of 42.4 du/ac and would meet current development standards for the C-R zoning district.

2.3 Project Characteristics

Site Development

The conceptual site plan for each floor of the project is provided at **Exhibits 2a-2d, *Site Plan.*** As proposed, the project would allow for a 4-story, 106,137-square-foot (sf) mixed-use residential and retail building.

Table 2-2: Project Summary table identifies proposed uses and associated square footage. The maximum proposed building height would be 59 feet (to top of roof, excluding parapet). The retail component would be limited to the ground floor while the residential component occupies the second, third, and fourth floors.

Table 2-2: Project Summary	
Use Type	**Net Square Feet**
Residential	89,337
Food Retail	3,170
Commercial Retail	13,630
Total	**106,137**
Source: SLA Architects, 2020.	

Retail Component

The ground floor commercial retail uses are proposed along the Rosemead Boulevard frontage, and would wrap around to Mabel Avenue. Commercial retail uses could include but not be limited to, a mini market, café, restaurant, and other sale and service uses. Eight retail lease spaces are proposed and would range from 1,460 sf to 3,335 sf. Pedestrian access to the ground-floor retail and food establishments would be provided from the existing public sidewalks on Rosemead Boulevard and Mabel Avenue. Additional pedestrian entrances are provided at the back of each lease space for access from the parking garage.

Residential Component

Table 2-3: Residential Unit Summary presents the breakdown of dwelling unit type for the proposed project. The project would include a mix of one-bedroom, two-bedroom, and three-bedroom leasable apartment units ranging in size from 770 sf to 1,469 sf. Of the 73 rental units, the project includes 4 low-income and 2 very low-income housing units. Municipal Code Chapter 17.83, Density Bonus Procedures, allows incentives for the production of housing for very low income and lower income households in accordance with Government Code Sections 65915—65918 with the intent to facilitate the development of affordable housing in the City. The City has determined that the project is eligible for a concession, which is addressed under Parking and Circulation.

Table 2-3: Residential Unit Summary		
Unit Type	**Net Square Feet**	**Total Units**
Type A (2 bed, 2.5 bathroom)	1,008	39
Type B (1 bed, 1.5 bathroom)	770	28
Type C (3 bed, 3 bathroom)	1,469	6
Total		**73**
Source: SLA Architects, 2020.		

Architecture, Landscaping, and Lighting

Conceptual exterior elevations and renderings are shown at **Exhibit 3a to Exhibit 3c, *Conceptual Exterior Elevations*** and **Exhibit 4, *Conceptual Renderings***. Overall, the building would have a neutral color palette featuring yellow, brown, and tan tones with articulated building facades to minimize building massing. The contemporary modern palladium façade would include articulated archway treatments along the

ground floor retail shops. Archway supports would be finished in stucco, painted tan with a stone veneer. Large glass windows would be provided for each retail space fronting Rosemead Boulevard and limited portions on Mabel Avenue. The upper residential floors would be finished in stucco and painted with contrasting colors including cream, tan, and terracotta. Architectural tower structures with dark terracotta concrete roof tiles would be located on northeast and southeast corners of the building.

Project site landscaping is depicted at **Exhibit 5a and Exhibit 5b, *Landscape Plan***. Perimeter landscaping is proposed along all project boundaries. Four trees (including one caster bean, one ligustrum, and two Hollywood junipers) fronting Rosemead Boulevard would be removed. A six-foot-high concrete block wall would be constructed along the southern and western boundaries of the project site with fern pines and artificial turf adjacent to the block wall. Foxtail ferns, red impatiens, and cat mints are proposed in parking lot planter islands. A marina strawberry tree would anchor the planter at the southwest corner of the site. Four36-inch box street trees would also be provided along Mabel Avenue. The second-story courtyard is proposed to have artificial turf, trellises, benches, two reflection ponds and an olive tree with cobblestone pavers. Shrub planters with purple fountain grass, red autumn sage, and smooth agave are also proposed.

Project lighting would include light sources typically used in mixed-use developments, including outdoor lighting for security and wayfinding. Standard parking light posts would be provided along the uncovered parking area in the southern portion of the project site. Additionally, exterior lighting fixtures along the building frontage would provide illumination for retail storefronts. Planters would also include the standard parking light posts.

Parking and Circulation

The conceptual layout of the ground level and parking deck of the on-site parking garage is shown in **Exhibit 6a and Exhibit 6b, *Conceptual Parking Plan***, respectively. **Table 2-4: Project Parking** summarizes City parking requirements and parking provided by the project. The project would provide 223 vehicle parking spaces in a ground floor parking garage and an above-ground parking deck, situated between the ground floor and second floor. Specifically, the project would provide 216 standard size parking spaces and 5 designated Americans with Disabilities Act (ADA) handicap spaces; all ADA handicap spaces are located on the ground floor. The project includes 113 parking spaces in a ground level parking garage for guest parking and commercial retail uses. Bicycle storage would be provided on the ground level of the parking garage. An above ground (resident only) parking deck would have 110 spaces. A loading space would also be provided near the site access driveway on Rosemead Boulevard for large delivery trucks.

The standard parking standards for multi-family development require two parking spaces per residential unit; however, the project qualifies for a density bonus incentive that allows for a parking requirement modification. Municipal Code Section 17.83.040 allows one incentive for housing projects that include at least ten percent of the total units for lower-income households, and five percent of the total units for very low-income households. Based on the Applicant's request for a reduction in parking for the residential component of the project, the City is allowing the project to split the two requirements and is allowing 50 percent of the units in each of the two categories to meet the incentive criteria for a reduced on-site parking requirement.

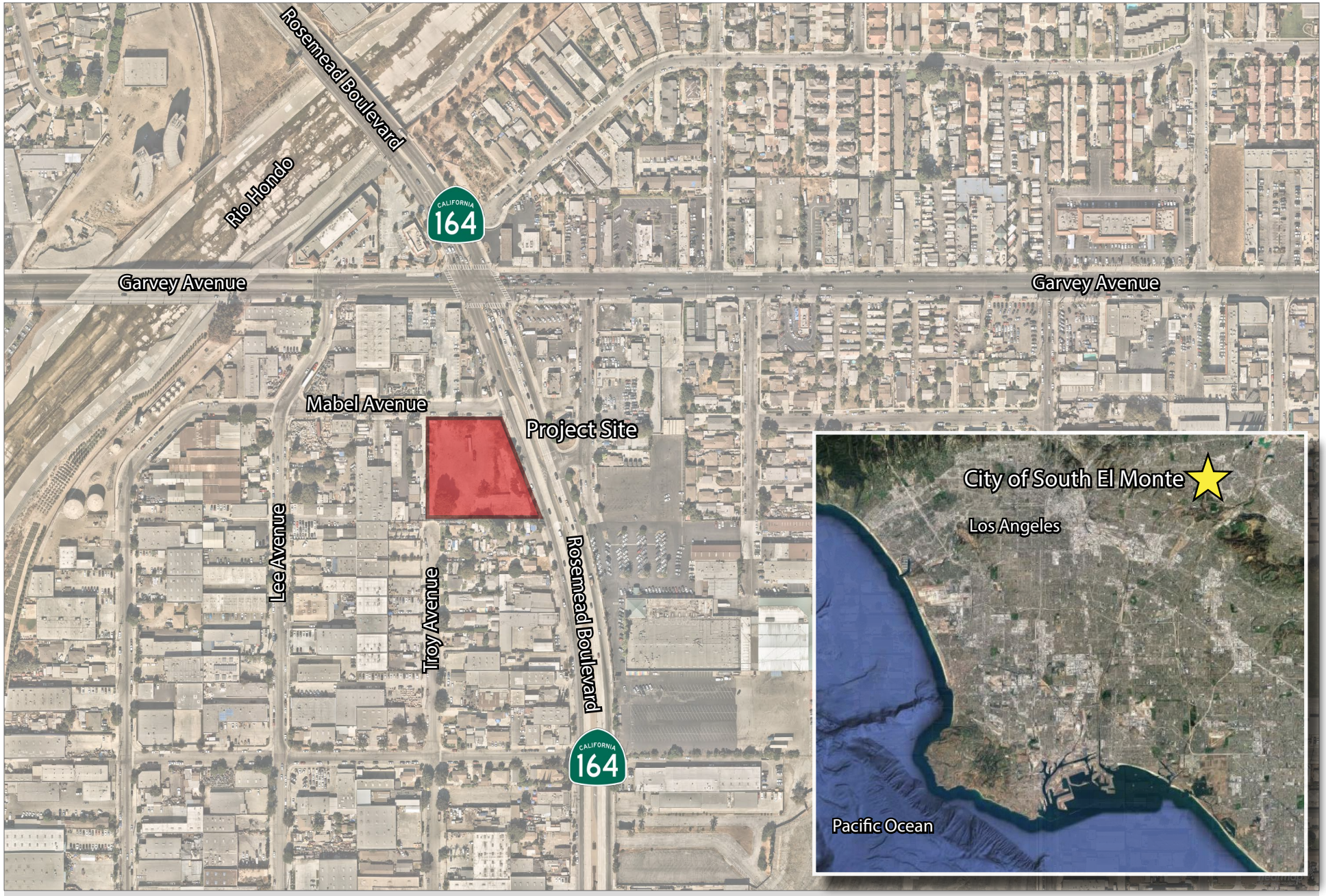


EXHIBIT 1: Regional and Local Vicinity Map

Mye Plaza Mixed-Use Project

Kimley»Horn

This Page Intentionally Left Blank

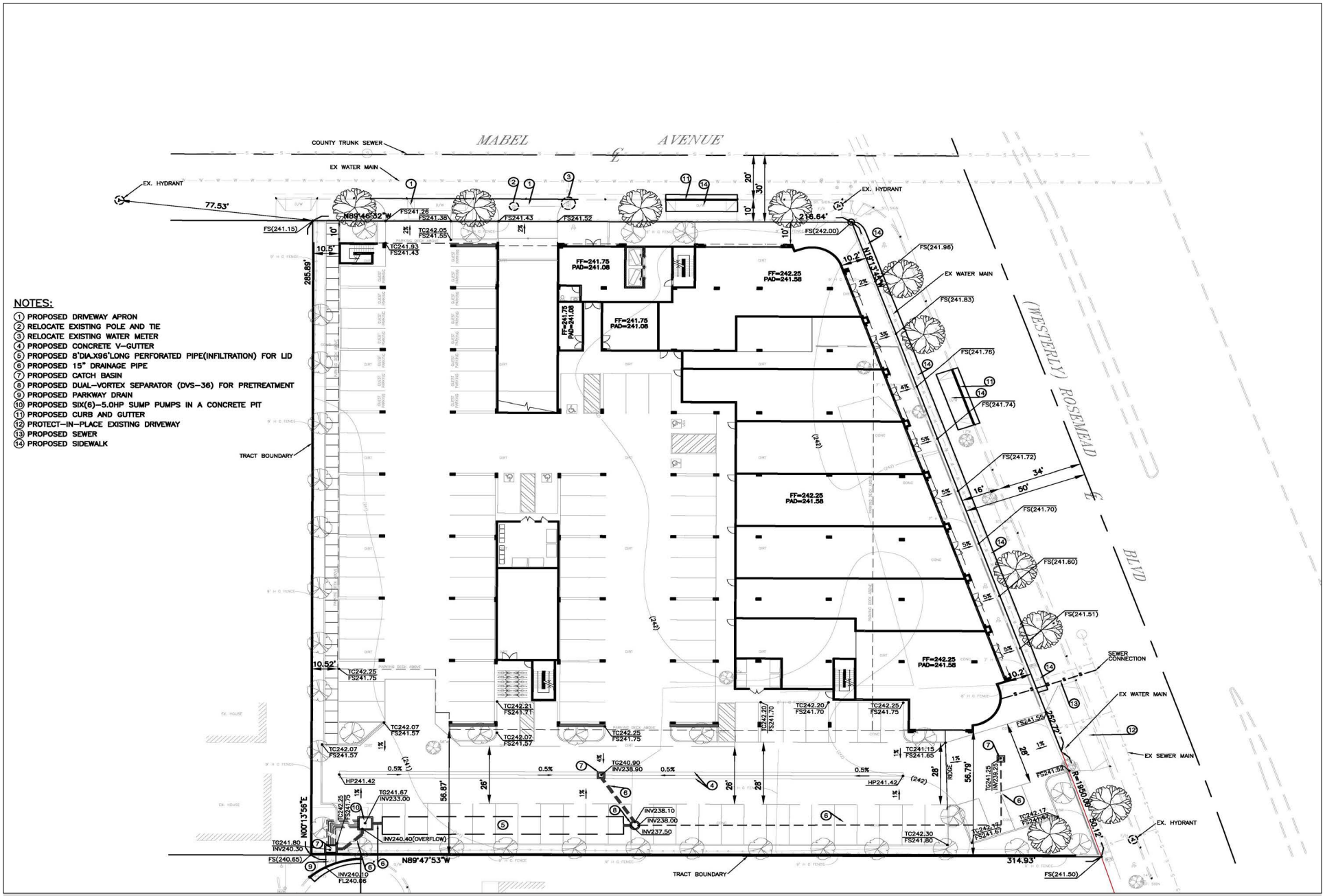


EXHIBIT 2a: Site Plan - First Floor

Mye Plaza Mixed Use Project

NOT TO SCALE

Kimley»Horn

This Page Intentionally Left Blank

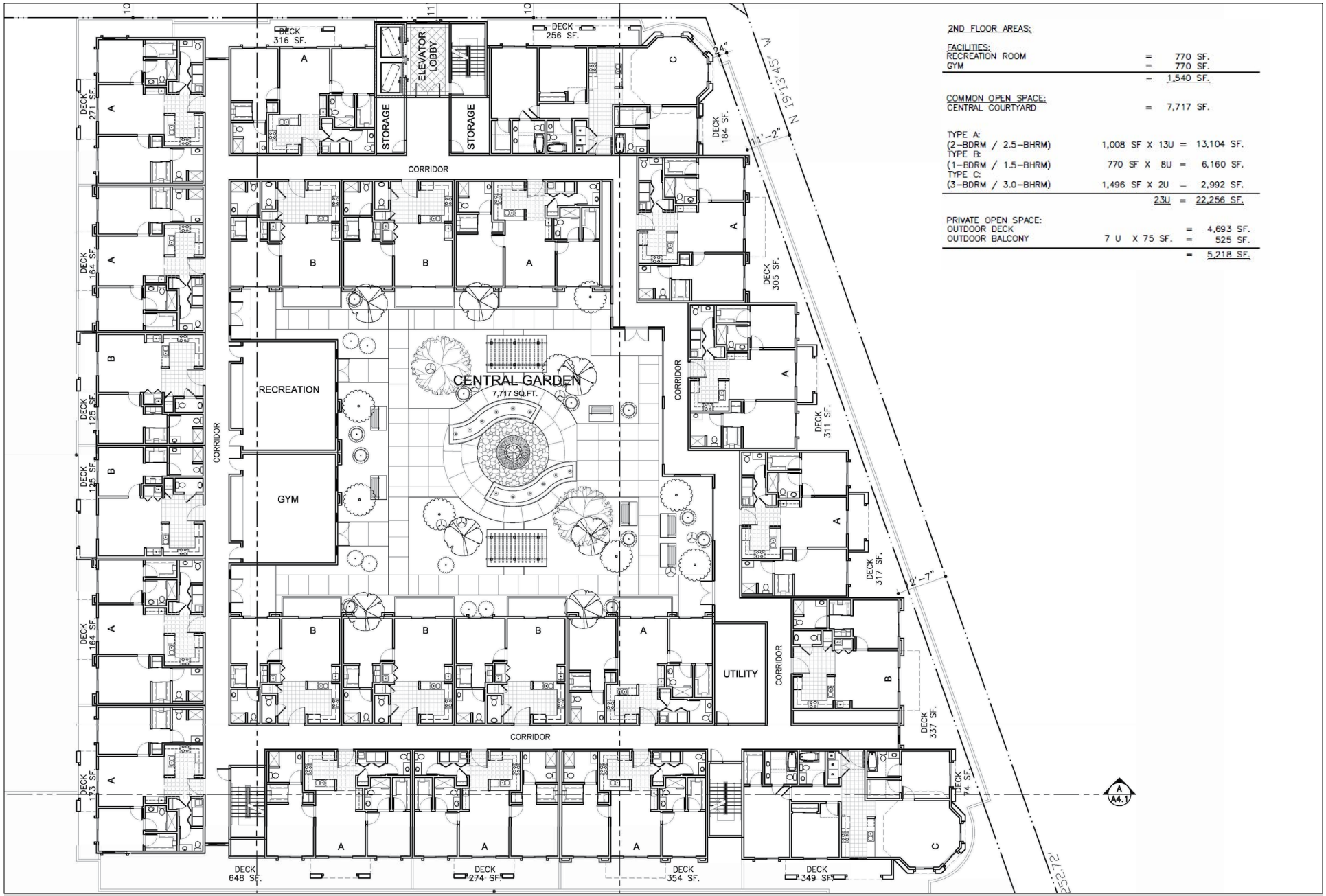


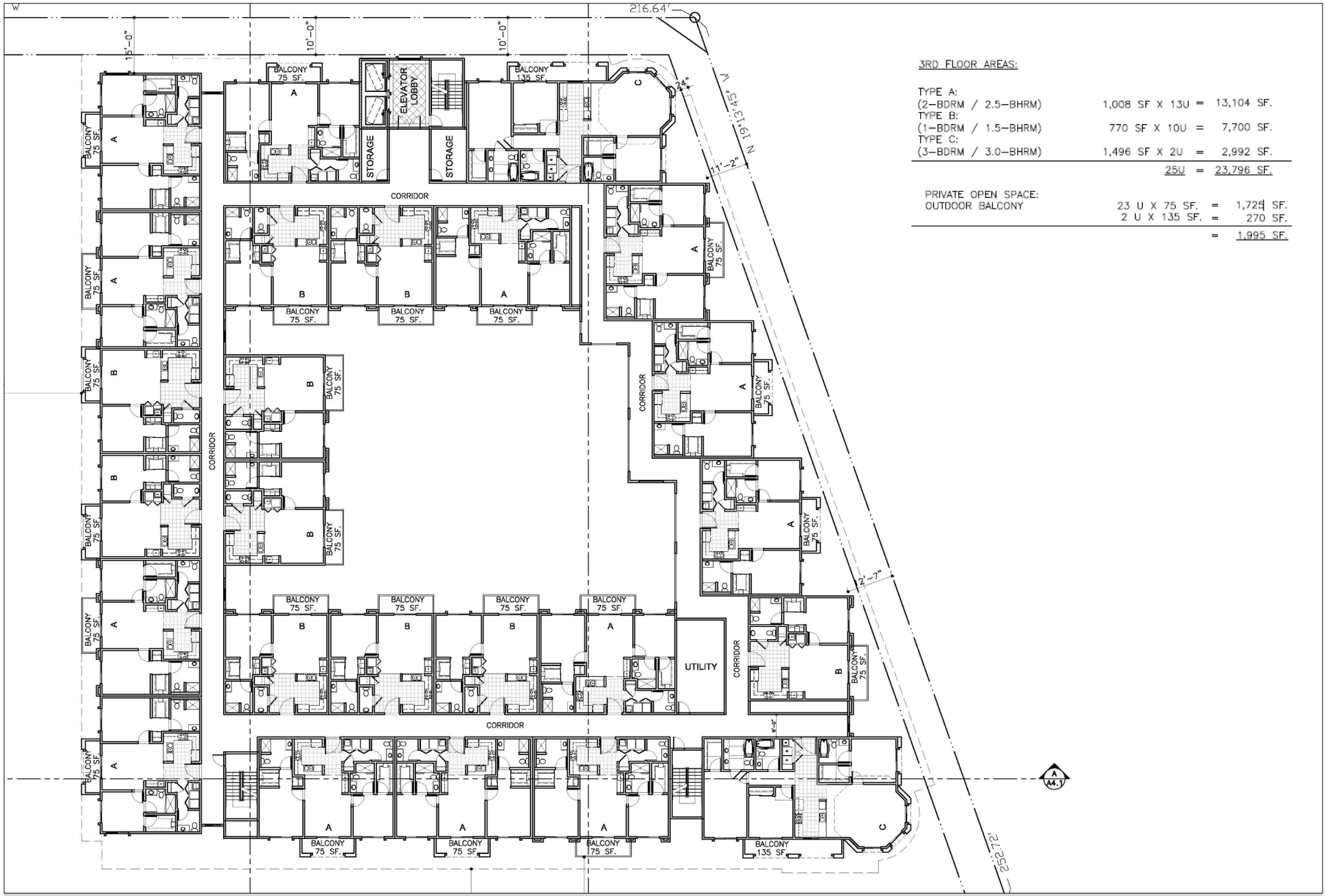
EXHIBIT 2b: Site Plan - Second Floor

Mye Plaza Mixed Use Project

NOT TO SCALE

Kimley»Horn

This Page Intentionally Left Blank



3RD FLOOR AREAS:

TYPE A:			
(2–BDRM / 2.5–BHRM)	1,008 SF X 13U	=	13,104 SF.
TYPE B:			
(1–BDRM / 1.5–BHRM)	770 SF X 10U	=	7,700 SF.
TYPE C:			
(3–BDRM / 3.0–BHRM)	1,496 SF X 2U	=	2,992 SF.
	25U	=	23,796 SF.

PRIVATE OPEN SPACE:			
OUTDOOR BALCONY	23 U X 75 SF.	=	1,725 SF.
	2 U X 135 SF.	=	270 SF.
		=	1,995 SF.

EXHIBIT 2c: Site Plan - Third Floor

Mye Plaza Mixed Use Project

NOT TO SCALE

Kimley»Horn

This Page Intentionally Left Blank

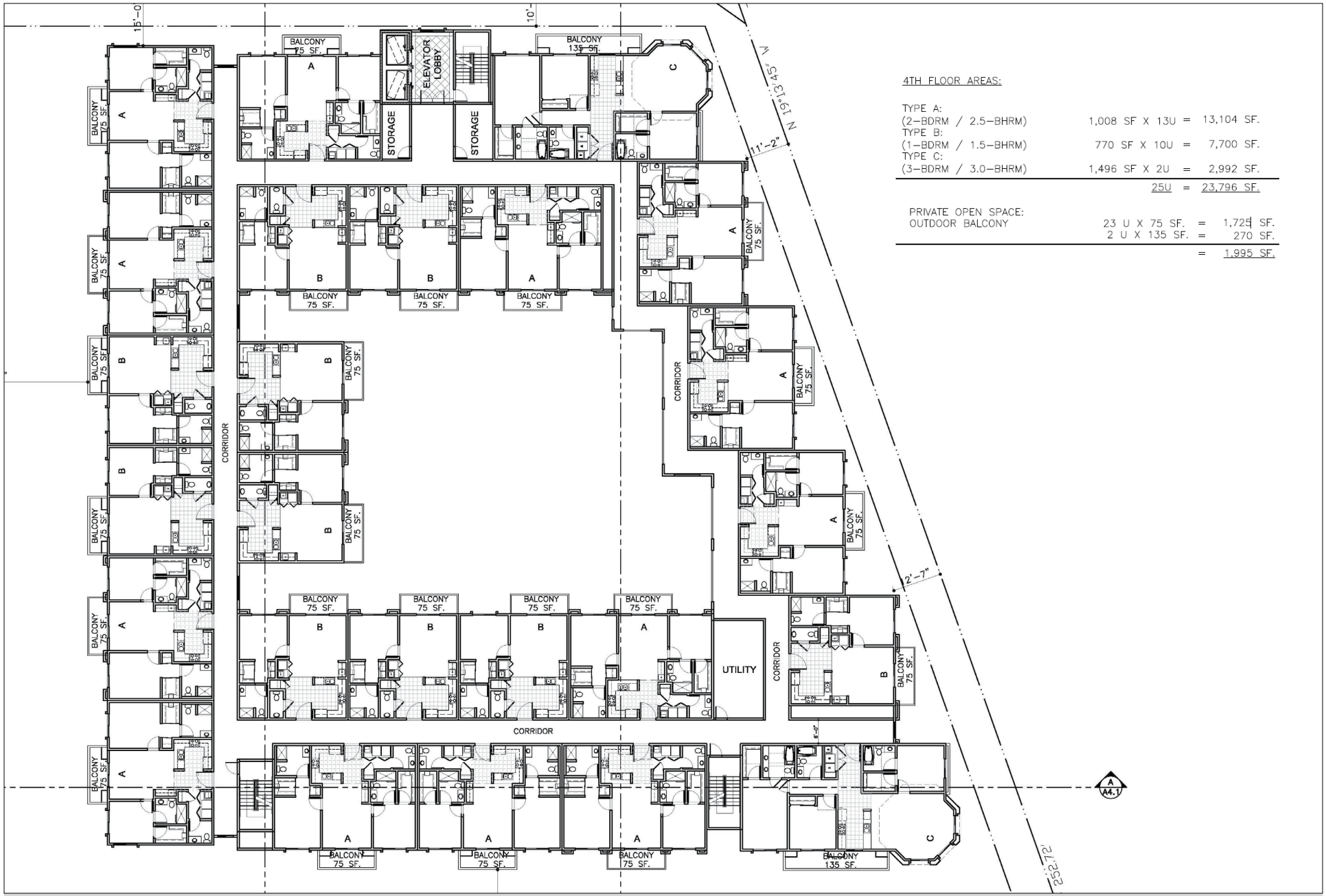


EXHIBIT 2d: Site Plan - Fourth Floor

Mye Plaza Mixed Use Project

NOT TO SCALE

Kimley»Horn

This Page Intentionally Left Blank

WEST ELEVATION
(VIEW FROM ROSEMEAD BLVD.)

SOUTH ELEVATION
(VIEW FROM MABEL AVE.)

EXHIBIT 3a: Conceptual Exterior Elevations - West and South
Mye Plaza Mixed Use Project

Kimley»Horn

This Page Intentionally Left Blank

EXTERIOR FINISH SCHEDULE

SYMBOL	NAME	DESCRIPTION	COLOR	REMARKS
1	WALL STUCCO	SMOOTH W/ ELASTOMERIC PAINT	WHISPER DEW340 RL#003	BY "DUNN EDWARDS" OR EQ.
2	WALL STUCCO	SMOOTH W/ ELASTOMERIC PAINT	PUMPKIN SEED DE5407 RL#119	BY "DUNN EDWARDS" OR EQ.
3	WALL STUCCO	SMOOTH W/ ELASTOMERIC PAINT	PALOMA TAN DE5297 RL#395	BY "DUNN EDWARDS" OR EQ.
4	WALL STUCCO	SMOOTH W/ ELASTOMERIC PAINT	TAN PLAN DE6137 RL#559	BY "DUNN EDWARDS" OR EQ.
5	WALL STUCCO	SMOOTH W/ ELASTOMERIC PAINT	ARIZONA CLAY DET454 RL#751	BY "DUNN EDWARDS" OR EQ.
6	WALL STUCCO	SMOOTH W/ ELASTOMERIC PAINT	COWBOY TRAILS DET689 RL#986	BY "DUNN EDWARDS" OR EQ.
7	DOOR / WINDOW FRAME COMMERCIAL	ALUMN.	POWDER COATED WHITE COLOR	BY "MILGARD" OR EQ.
8	DOOR / WINDOW FRAME RESIDENTIAL	ALUMN.	POWDER COATED WHITE COLOR	BY "MILGARD" OR EQ.
9	GLAZING COMMERCIAL	DUAL GLAZING	CLEAR LOW E GLASS	BY "MILGARD" OR EQ.
10	GLAZING RESIDENTIAL	DUAL GLAZING	CLEAR LOW E GLASS	BY "MILGARD" OR EQ.
11	ROOF TILES	CONCRETE ROOFING	HIGH BARREL MALIBU DARK TERRACOTTA 2523	BY "EAGLE ROOFING" OR EQ.
12	STONE WALL COMMERCIAL	STONE VENEER –	COLOSSEUM TRAVERTINE TIMBER TRAIL	BY "CORONADO" OR APPROVED EQUAL
13	CONCRETE COMMERCIAL	CONCRETE –	COWBOY TRAILS DET689 RL#986	BY "–" OR APPROVED EQUAL
14	SIGNAGE	SURFACE MOUNTED	PER MASTER SIGN PROGRAM	SEPARATE PERMIT
15	ALUMN. RAILING	ALUMINUM / PAINT FINISH	MANUFACTURER COLOR SILVER GRAY	BY "HANSEN" OR EQ
16	METAL CAP	METAL PANEL FIELD SEAMED	SILVER	BY "ALUCO-BOND" OR APPROVED EQUAL
17	CMU WALL	SPLIT-FACE	GREY	BY "MILGARD" OR EQ.

EAST ELEVATION

NORTH ELEVATION

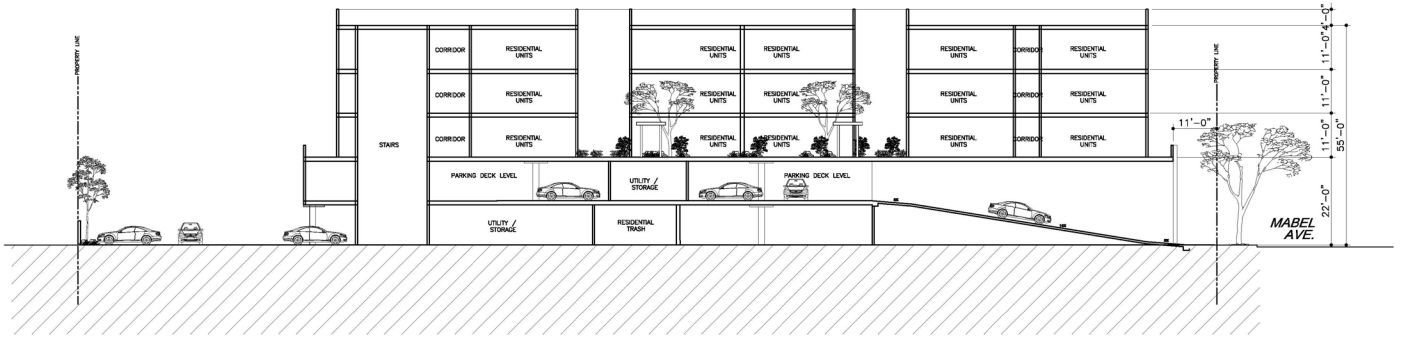
EXHIBIT 3b: Conceptual Exterior Elevations - East and North

Mye Plaza Mixed Use Project

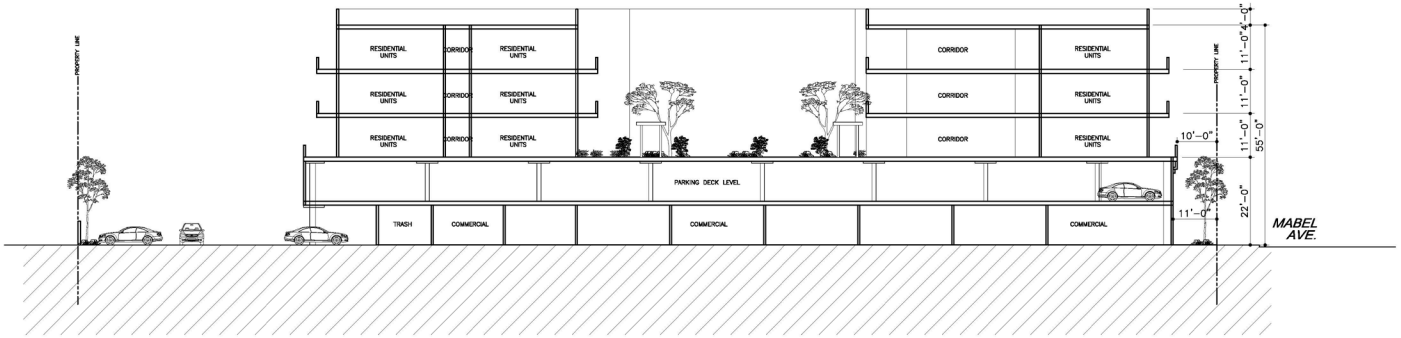
NOT TO SCALE

Kimley»Horn

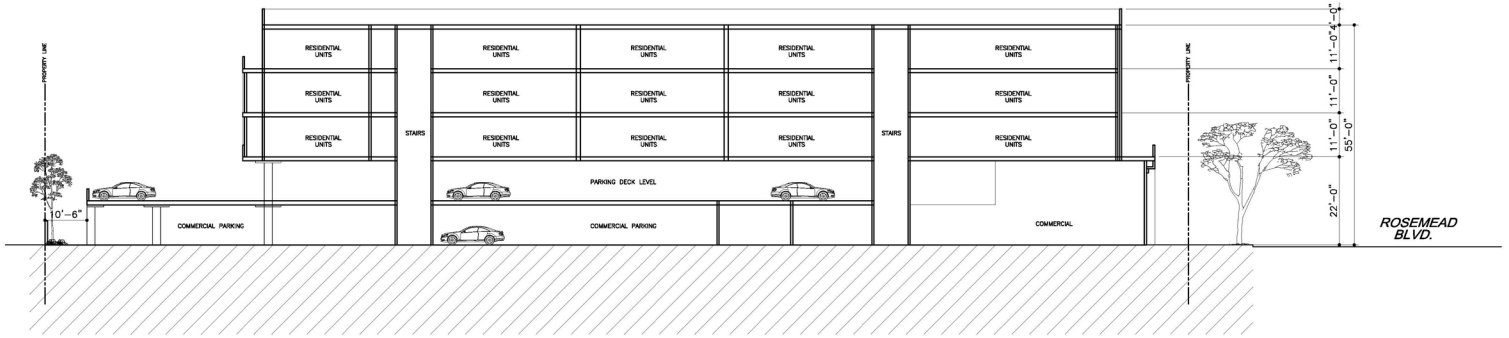
This Page Intentionally Left Blank



SECTION C



SECTION B



SECTION A

EXHIBIT 3c: Conceptual Exterior Elevations - Building Sections

Mye Plaza Mixed Use Project

Kimley»Horn

This Page Intentionally Left Blank

EXHIBIT 4: Conceptual Renderings
Mye Plaza Mixed Use Project

Kimley»Horn

This Page Intentionally Left Blank

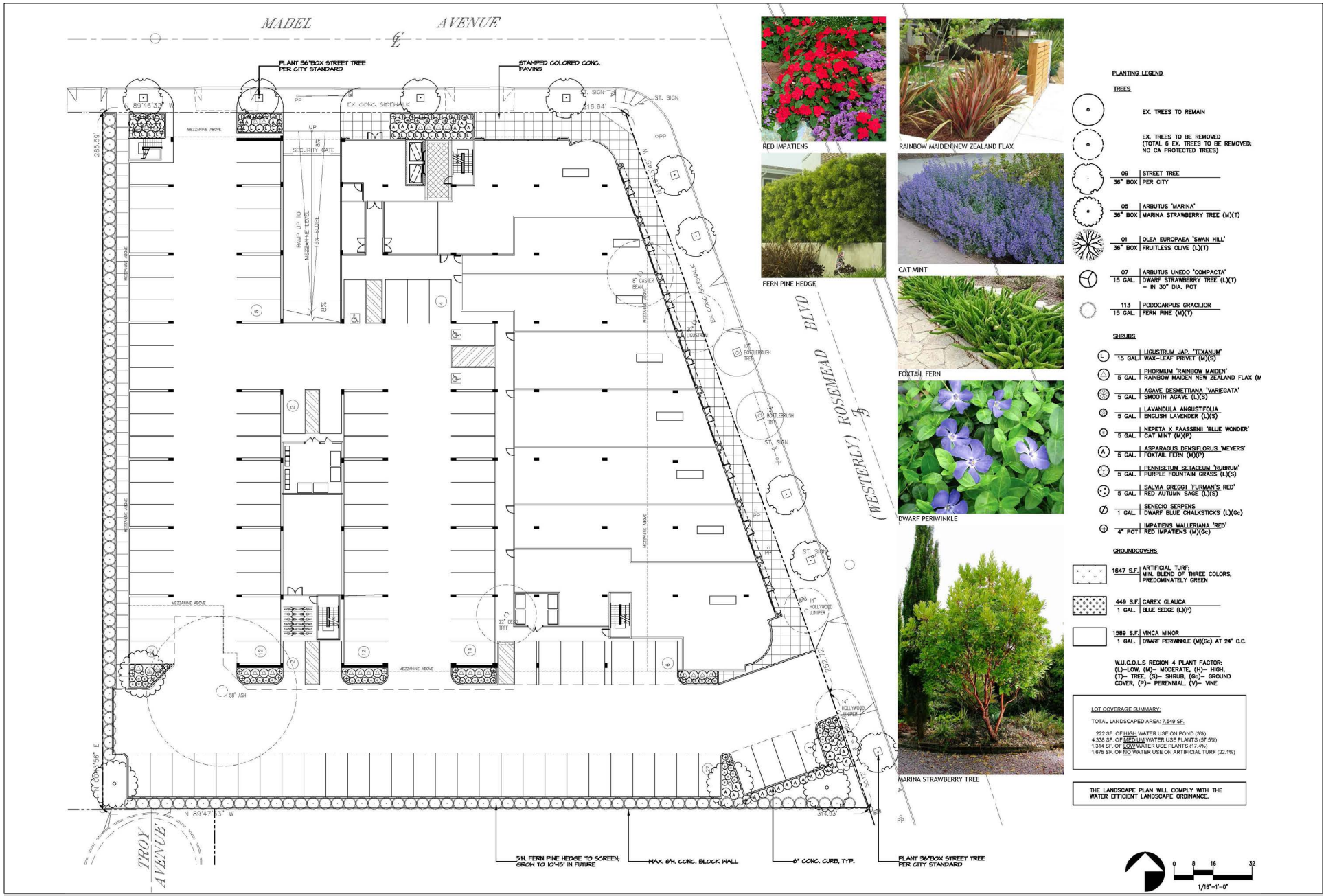


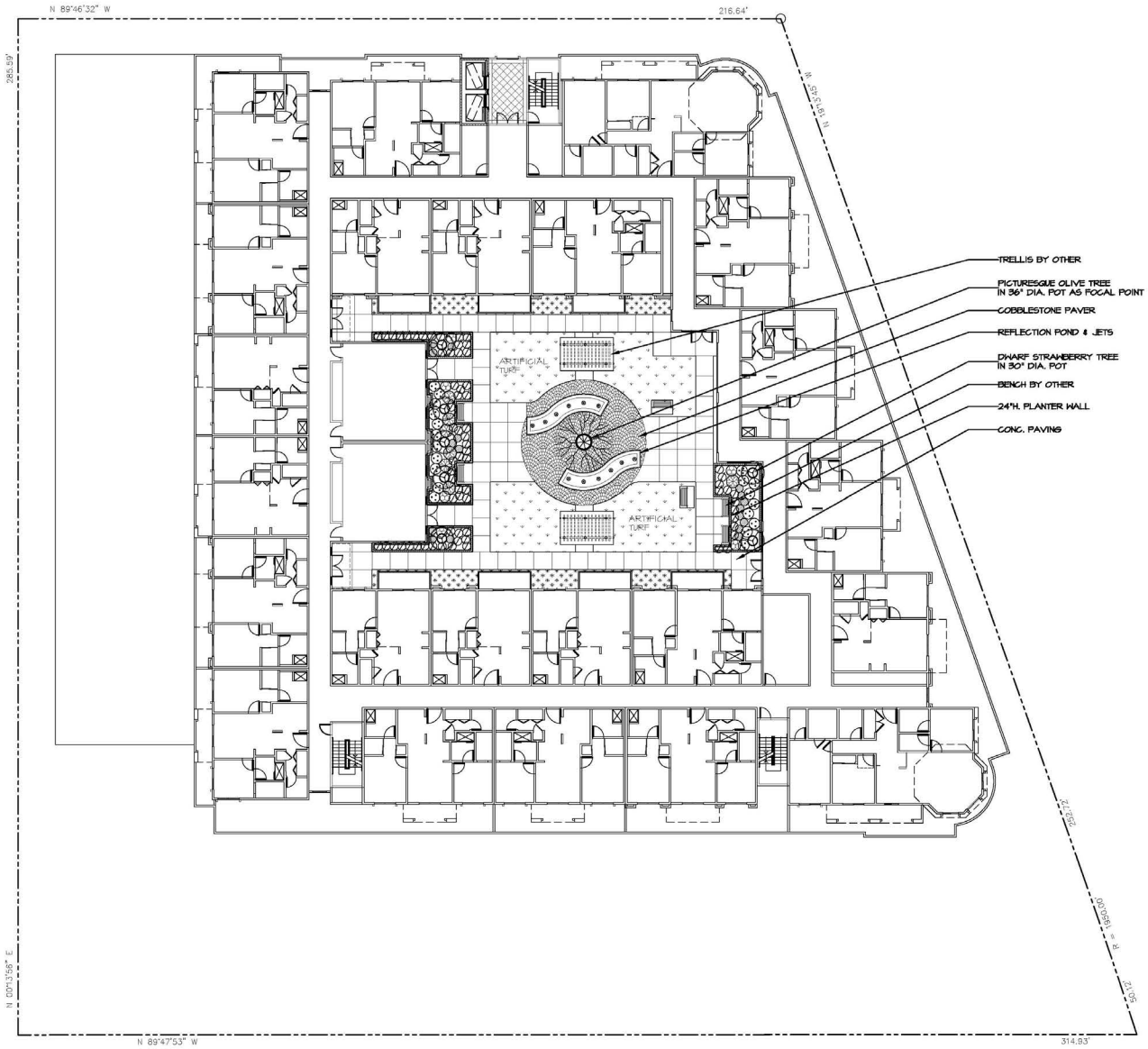
EXHIBIT 5a: Landscape Plan

Mye Plaza Mixed Use Project

NOT TO SCALE

Kimley»Horn

This Page Intentionally Left Blank




OLIVE TREE IN POT


DWARF STRAWBERRY TREE IN POT


SMOOTH AGAVE


DWARF BLUE CHALKSTICKS


PURPLE FOUNTAIN GRASS


RED AUTUMN SAGE


ENGLISH LAVENDER


BLUE SEDGE

EXHIBIT 5b: Landscape Plan - Second Floor

Mye Plaza Mixed Use Project

NOT TO SCALE

Kimley»Horn

This Page Intentionally Left Blank

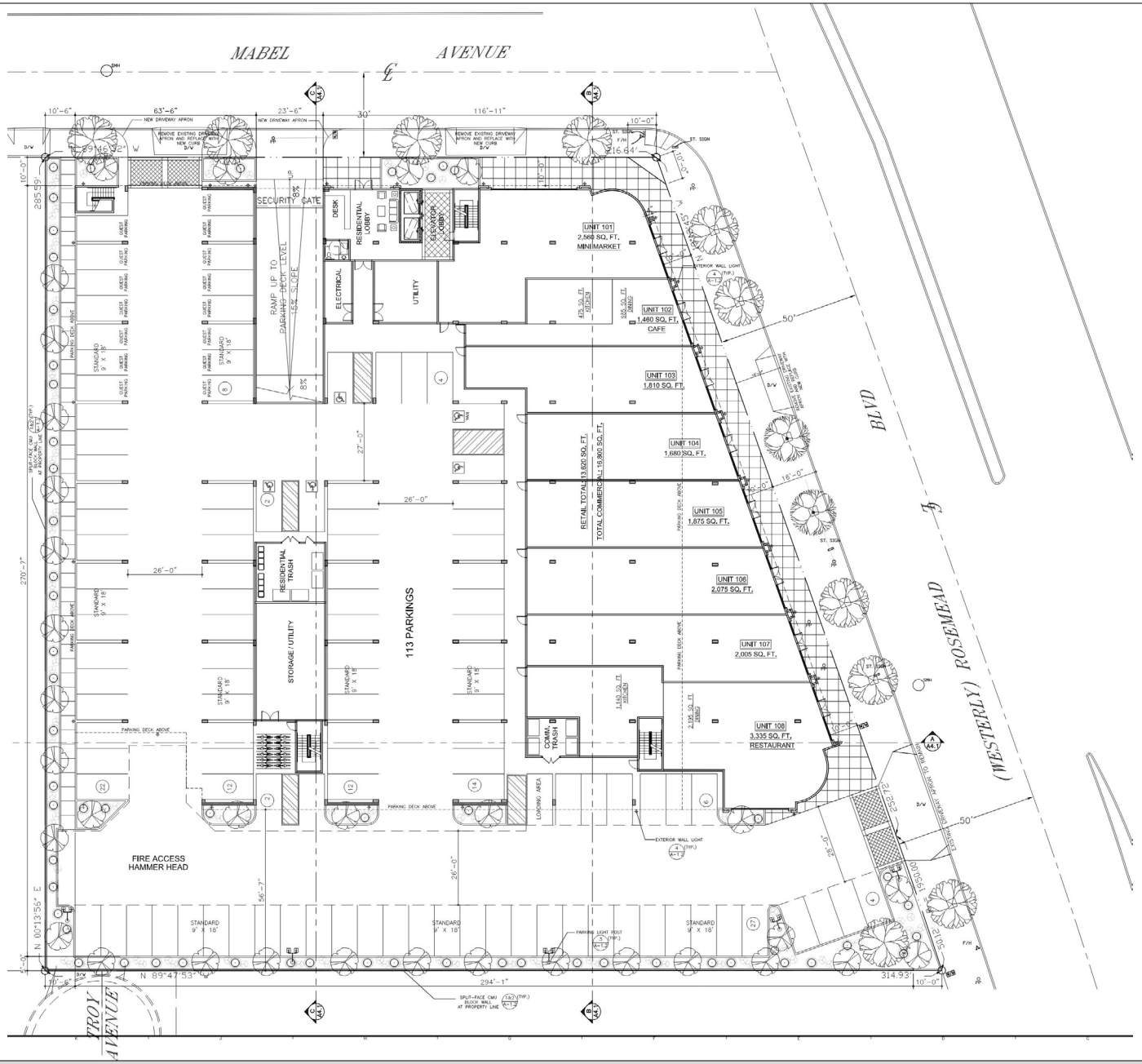


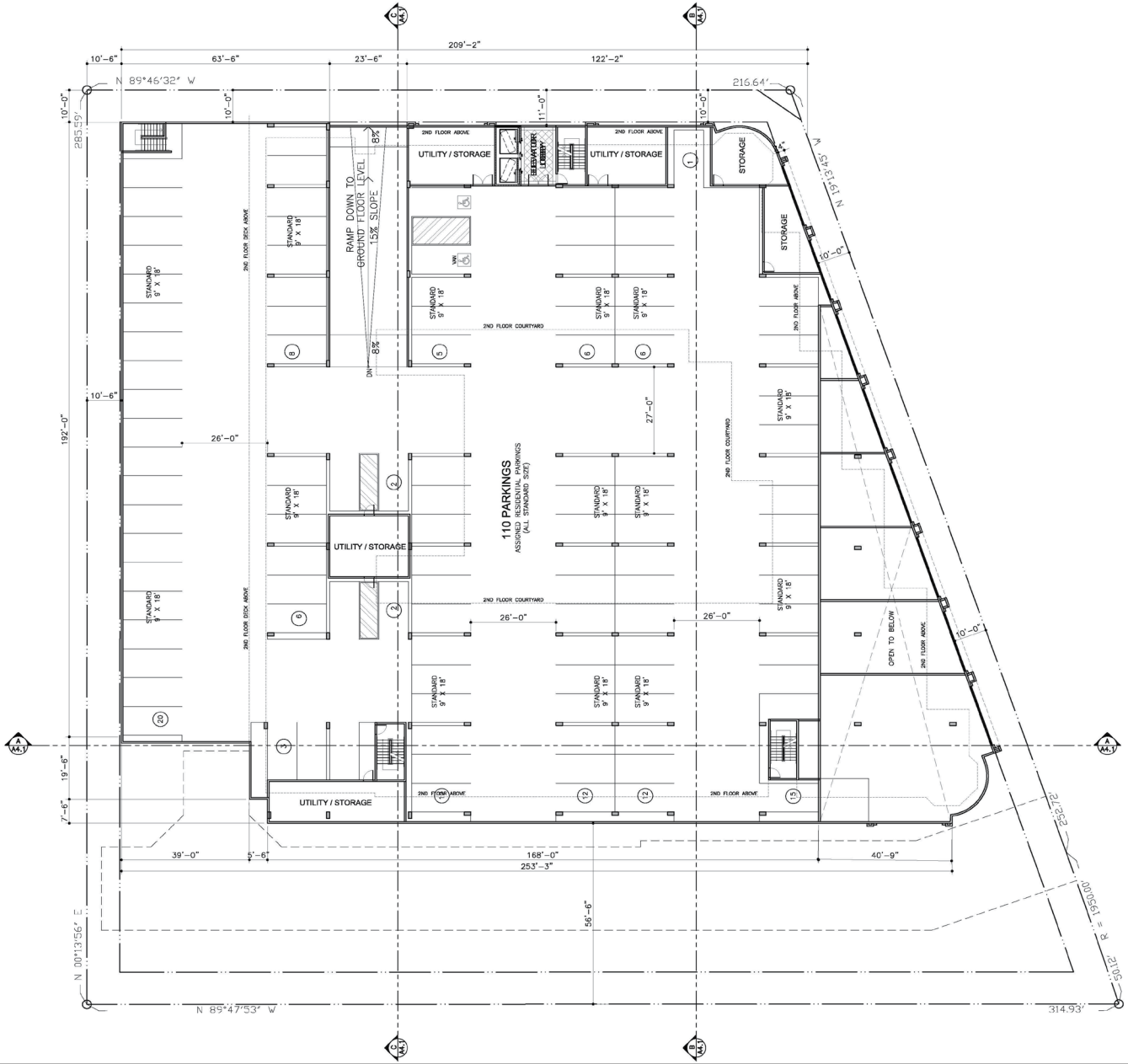
EXHIBIT 6a: Conceptual Parking Plan - Ground Level

Mye Plaza Mixed Use Project

NOT TO SCALE

Kimley»Horn

This Page Intentionally Left Blank



PARKING DECK LEVEL: = 45,379 SF.

(62) TOTAL COMMERCIAL PARKING PROVIDED:

9'X18' STANDARD PARKING	= 108 STALLS
9'X18' ACCESSIBLE PARKING	= 2 STALLS
TOTAL	= 110 STALLS

EXHIBIT 6b: Conceptual Parking Plan - Parking Deck

Mye Plaza Mixed Use Project

NOT TO SCALE

Kimley»Horn

This Page Intentionally Left Blank

Table 2-4: Project Parking identifies the adjusted parking requirements for the project.

Table 2-4: Project Parking

Use Type	Project Details	Required	Provided	Difference
Residential (2 spaces per unit)	73 DU	146	110	-36
Residential Guest (1 space per four residential units)	—	18	15	-3
Food: Restaurant (1 space per 4 seats)	3,180 sf (est. 75 seats)	19	98	+34
Commercial: Retail (1 space per 300 sf)	13,620 sf	45		
	Total	**228**	**223**	**-5**

DU = dwelling unit; sf = square feet
Source: SLA Architects, 2020.

Vehicular access to the project site would be provided from three driveways: two driveways on Mabel Avenue and one on Rosemead Boulevard. The driveway on Rosemead Boulevard would be 28 feet wide, and would be restricted to a right-in, right-out turning movements. The Rosemead Boulevard driveway would lead to a 26-foot-wide drive aisle to the ground floor retail parking on the south side of the project site. The Rosemead Boulevard driveway would also provide emergency access to the site.

The first driveway on Mabel Avenue (closest to Rosemead Boulevard) would be 24 feet wide and provide access to the public ground floor parking garage. This driveway would lead to covered parking stalls provided by the above-ground residential parking deck. The second driveway on Mabel Avenue would be 23.5 feet wide and lead to the private residential above-ground parking deck. Access to the above-ground residential parking deck would be secured by a gate. There would be no turning movement restrictions from Mabel Avenue.

Primary pedestrian access to the residential units would be from an elevator and stairwell in the residential lobby, which would be adjacent to the key-card gated parking deck ramp on Mabel Avenue. The elevator and stairwell in the residential lobby would provide access to the above-ground parking deck and all residential floors above.

A second stairwell near the southwestern corner of the building would provide access to the ground floor of the parking garage to the above-ground parking deck and all residential floors above. A third stairwell at the southeastern corner of the building would provide the same access as the other stairwells but be located adjacent to the ground floor commercial retail uses. Lastly, a fourth stairwell at the northwestern corner would provide access only between the ground floor parking garage and the above-ground parking deck.

Open Space and Amenities

Municipal Code Section 17.15.040 identifies that the C-R zoning designation requires a minimum outdoor space of 140 sf per dwelling unit which can be provided as common or private space[2] which, for the purposes of the proposed project, would be 10,220 sf of outdoor space.

The proposed project would provide common open space in the form of an open-air courtyard, a recreation room, a fitness gym, and a library, which would total 9,625 sf of common open space. The 7,717-sf courtyard is proposed to include two trellises, artificial turf, cobblestone pavers, two reflection ponds, and bench seating. The library, recreation room, and gym would be provided on the second floor adjacent to the open-air courtyard. The project would provide 11,213 sf of private open space in the form of a private balcony or deck for each residential unit. The proposed project would satisfy the City's outdoor space requirements for the C-R zoning designation.

Utility Infrastructure

Project implementation would require the construction of new on-site utility infrastructure to serve the residential and retail uses. These utilities would be connected to existing utility infrastructure in adjacent roadways, with the final sizing and design of on-site facilities to occur during final building design and plan check.

Water and Sewer. San Gabriel Valley Water Company (SGVWC) provides water service to the project site. The Los Angeles County Public Works Consolidated Sewer Maintenance District (CSMD) maintains sewer service to the City. Upon project implementation, SGVWC and Los Angeles County Public Works CSMD would continue to serve the project site.

Drainage and Water Quality. The City owns and maintains a limited number of catch basins and storm drains while the Los Angeles County Flood Control District (County Flood Control District), a part of the Los Angeles County Public Works Division, owns and maintains a network of catch basins, storm drains and channels throughout the City. The County Flood Control District owns and operates the storm drain system near the project site.[3] Upon project implementation, County Flood Control District would continue to serve the project site.

The project site was previously developed and contains remnant concrete paving in the southern and eastern sections of the site, and gravel paving throughout the remainder of the site. As such, the project site is somewhat impervious and does not promote substantial stormwater infiltration. Runoff from the project site flows in a northeast to the southwest direction. The proposed project would not alter existing drainage patterns. Site runoff would be directed to an on-site infiltration system before overflowing to existing County Flood Control District's storm drains in Troy Avenue. Additionally, the project would implement source control measures including storm drain messages (e.g., "No Dumping - Drains to Ocean") and signage and landscape irrigation using pressure sensors and rain sensors to reduce pollutant sources in stormwater runoff.

---

2 Per South El Monte Municipal Code Section 17.15.040(D), "A minimum outdoor space of one hundred forty square feet shall be provided per dwelling unit. Outdoor space may be provided as common or private space. Any common outdoor space shall have a minimum level surface dimension of twenty feet and a minimum area of 140 square feet."

3 Los Angeles County Public Works, 2021. *Los Angeles County Storm Drain System GIS Maps*. Accessed from https://pw.lacounty.gov/fcd/StormDrain/index.cfm. Accessed March 17, 2021.

Dry Utilities and Solid Waste Management. There are aboveground and below ground utility infrastructure along Rosemead Boulevard and Mabel Avenue. Southern California Edison (SCE) provides electrical service to the project site. The Southern California Gas Company (SoCalGas) provides natural gas service to the project site. Both SCE and SoCalGas would continue to serve the project site. New service connections for the proposed project would connect to existing underground utility lines. No connections to the existing overhead utility lines would occur. Athens Disposal Company currently provides solid waste collection and services to the City, including the project site, and would continue to serve the project.

2.4 Construction Activities

Project construction is anticipated to take approximately 24 months. For purposes of this environmental analysis, project construction is estimated to begin in Summer 2022 and end in Summer 2024 with opening year being 2024. Construction would occur in the following sequence:

- Site clearing (removal of existing vehicle storage and containers and trees);
- Site preparation;
- Grading. Approximately 100 cubic yards (cy) of cut and 200 cy of fill with 100 cy imported to the project site, inclusive of on-site grading and installation of infrastructure within existing rights-of-way. All infrastructure (i.e., storm drain, water, wastewater, dry utilities, and street improvements) would be installed within the existing rights-of-way with connections to the project site;
- Building construction; and
- Paving, architectural coating, and landscaping.

2.5 Discretionary and Ministerial Approvals

The discretionary and ministerial actions and/or approvals need for the proposed project include, but are not limited to, the following:

- **Adoption of the Initial Study/Mitigated Negative Declaration.** The project requires CEQA compliance through the adoption of an IS/MND prior to approval of the project. This IS/MND is intended to serve as the primary environmental document for all actions associated with the approval of the Mye Plaza Mixed-Use Development Project. In addition, this is the primary reference document for the mitigation monitoring and reporting program for the project.
- **General Plan Amendment.** The project requires a General Plan Amendment to change the designation from Commercial-Manufacturing (CM) to Mixed-Use (C/R).
- **Zone Change.** The project site requires a zone change from Commercial-Manufacturing (C-M) to Commercial Residential (C-R).
- **Tentative Tract Map.** The project requires review and approval of a tentative tract map for the development of 73 dwelling units and 16,800 sf of commercial retail uses.
- **Density Housing Bonus Agreement (Municipal Code 17.83.080).** The project requires a density housing bonus agreement to reduce the project's residential parking requirement from 146 spaces to 110 spaces for residential use.
- Demolition, grading, building, and sign permits.
- Any other permit or approval required by an agency with jurisdiction over the project.

3.0 INITIAL STUDY CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages, and would require the preparation of an EIR. Because no factors are checked, an EIR is not required.

- ☐ Aesthetics
- ☐ Air Quality
- ☐ Agricultural and Forestry Resources
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology/Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population/Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire
- ☐ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation (check one):

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

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

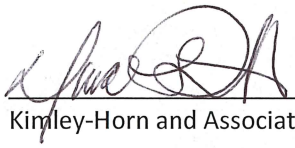
☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CERTIFICATION:

Prepared by:



Kimley-Horn and Associates, Inc.

Reviewed by:

Ian McAleese, City of South El Monte

ENVIRONMENTAL CHECKLIST

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1.	**AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:**				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
2.	**AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:**				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological	☐	☐	☐	☒

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the	☐	☐	☐	☒

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
8. GREENHOUSE GAS EMISSIONS. Would the project:				
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 purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
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 it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☒	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
15. PUBLIC SERVICES. Would the project result in				
a) Would the project 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:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐
16. RECREATION. Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
17. TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☐	☒
18. TRIBAL CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
20.	**WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**				
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒
21.	**MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:**				
a)	Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

4.0 ENVIRONMENTAL ANALYSIS

4.1 Aesthetics

Threshold (a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. The project site is in an urbanized area of the City. The site has been used as a large vehicle storage and junk yard. Besides the guard shack, there are no structures on the site. There are eight trees on the site including two bottlebrush, one juniper, one caster bean, and one ligustrum along Rosemead Boulevard; one juniper tree on the southwestern corner of the site; one ash tree on the southeast portion of the site; and one dead tree on the south-central portion of the site. Light industrial, commercial retail, and a mix of residential types including single-family and multi-family residences, and mobile homes are in the project area. The General Plan does not identify any specific scenic vistas in the City. However, the San Gabriel Mountain Range is a prominent vista within the San Gabriel Valley. The existing urban development within the surrounding project area limits views across and beyond the project site. Mabel Avenue and Rosemead Boulevard do not provide long range scenic views. The proposed project would be limited to 59 feet and not obstruct any scenic vistas. Therefore, the project would not obstruct, interrupt, or diminish a scenic vista. No impact would occur and no mitigation is required.

Threshold (b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. There are no officially-designated State scenic highways proximate to the project site. Interstate 210 (I-210) is the nearest eligible state highway, which is approximately nine miles northwest of the project site. The project site is not visible from I-210.[4] The project site does not contain any scenic rock outcroppings or historic buildings. None of the existing on-site trees or trees in the immediate surrounding area are heritage trees. Therefore, the proposed project would not affect scenic resources along an officially designed or an eligible scenic highway. No impact would occur and no mitigation is required.

Threshold (c) Would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The proposed project also would not substantially degrade the existing visual character of the site or its surroundings. The City does not have a scenic overlay zone district that governs scenic quality. The project site has been used as a large vehicle storage and junk yard. Project implementation would result in the development of a mixed-use building, which would be consistent with the existing surrounding residential land uses adjacent to the site to the south and single-family residences to the east at Lashbrook Avenue.

Shadows cast by the proposed project would vary in length and direction throughout the day and from season to season. The proposed project would result in new shadows cast onto surrounding residential and commercial uses, as well as onto adjacent sidewalks and roadways. An existing mobile home park is south of the project site.

The City of South El Monte does not have a specific adopted threshold to determine whether increased shade/shadow patterns are considered significant; therefore, this analysis used the City of Los Angeles'

[4] California Scenic Highway Mapping System, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed December 22, 2020.

adopted threshold. The City of Los Angeles threshold identifies that a significant impact would result if shadow-sensitive use areas (where sunlight is important to its function) would be shaded by project-related structures for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time (between early April and late October), compared to existing conditions.

For the proposed project, simulations were prepared to depict potential shade/shadow conditions for the following time periods:

- Spring Equinox (March 21): 9 AM, 12 PM, 3 PM, 5 PM
- Summer Solstice (June 21): 9 AM, 12 PM, 3 PM, 5 PM
- Fall Equinox (September 21): 9 AM, 12 PM, 3 PM, 5 PM
- Winter Solstice (December 21): 9 AM, 12 PM, 3 PM, 5 PM

Shadows cast by the proposed project vary in length and direction throughout the day and from season to season. The proposed project would result in new shadows cast onto surrounding residential such as the mobile home park located 75 feet to the south of the project site, and the single-family residence and associated structures at 9336 Mabel Avenue to the west of the site, as well as onto adjacent sidewalks and public roads. As shown at **Exhibit 7a through Exhibit 7d, *Shade Shadow Modeling***, shadow-sensitive uses near the project site would not experience significant shadow impacts, meaning no shadow-sensitive uses would be shaded for more than four hours between 9:00 AM and 5:00 PM during the summer/winter solstice and or between 9:00 AM and 3:00 PM during the spring/autumnal equinox. Shade and shadows are mostly cast onto Mabel Avenue and Rosemead Boulevard under all simulation scenarios. Therefore, impacts for shade and shadow are less than significant.

Compliance with C-R zoning district development standards including setbacks and building height limits would be ensured through the City's review during application process and future review of building permits. The proposed architecture and massing would complement the existing development and would comply with the objectives and General Plan policies to ensure the compatibly of the project design with the surrounding community. Therefore, impacts would be less than significant and no mitigation is required.

Threshold (d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials can cause reflected light (glare). Buildings constructed of highly reflective materials from which the sun reflects at a low angle commonly cause adverse glare. Materials known to cause glare, such as mirrored/reflective glass would not be used by the project. Therefore, no impact would occur and no mitigation is required.

The project site is in an urbanized area with existing light sources, which include street lighting on Rosemead Boulevard and Mabel Avenue, the car wash on the north side of Mabel Avenue, and residential lighting from the mobile home park to the south. Additional lighting in the area includes vehicle headlights and traffic signals.

The proposed project would generate lighting from two primary sources: lighting from building interiors that would pass through windows, and lighting from exterior sources (e.g., signage, street lighting, parking area lighting, building illumination, security lighting, wayfinding, and landscape lighting). The outdoor amenities (courtyard on second floor) and landscaped areas on the site would have lighting to allow for nighttime use; lighting for security; and landscape accent lighting. Although the proposed project would introduce new sources of light, the surrounding urban area contains multiple sources of illumination. The proposed lighting would be subject to comply with Municipal Code Chapter 17.15.030 – General Development Standards for C-R zoning district. The proposed project would be required to prepare a photometric plan which would be subject to City review. Street lighting would be subject to Municipal Code Chapter 16.12.060 which would require lighting facilities designed and constructed in compliance with the City's improvement standards and specifications. Therefore, the proposed project lighting would not cause adverse effects; the change would be a less than significant impact.

Cumulative Impacts

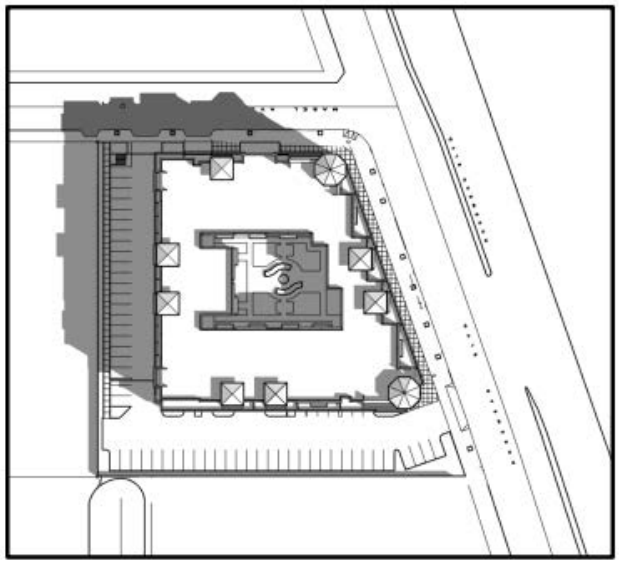
When evaluating cumulative aesthetic impacts, a number of factors must be considered. The cumulative study area for aesthetic impacts is the viewshed that includes the project site and surrounding areas. The context in which public views a project is being viewed will also influence the significance of the aesthetic impact. The contrast a project has with its surrounding environment may actually be reduced by the presence of other cumulative projects. For example, if most of an area becomes urbanized, the contrast of a project with the natural surroundings may be less since it would not stand out in contrast as much. In order for a cumulative aesthetic impact to occur, the aesthetic impacts from cumulative projects would need to occur within the same geographic area to substantially alter the existing viewshed or existing scenic character of an area. The cumulative projects would need to be visible together or near each other so a viewer could perceive them in the same view. However, a change in the viewshed or character of an area from cumulative development does not necessitate the conclusion of a significant adverse effect.

There is existing development bordering the project site. There are no undeveloped properties adjacent to or in the immediate vicinity or viewshed of the project site. Other potential future projects in the viewshed would likely be renovations or rehabilitations because the project site bordered by existing development. No significant cumulative visual impacts would occur.

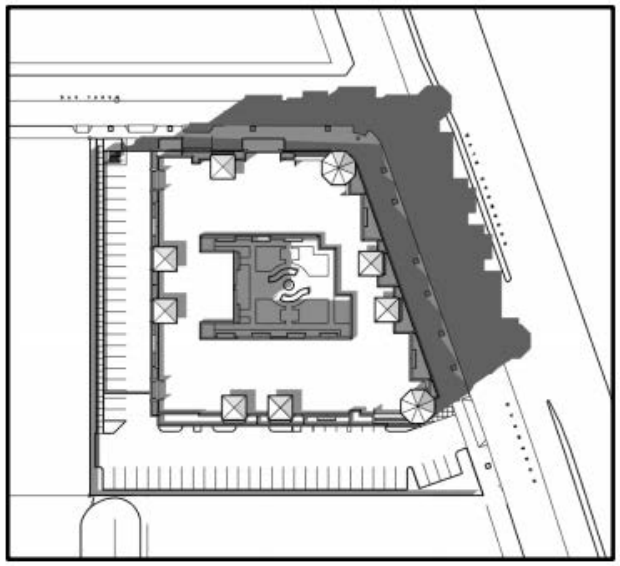
Mitigation Program

Standard Conditions and Mitigation Measures

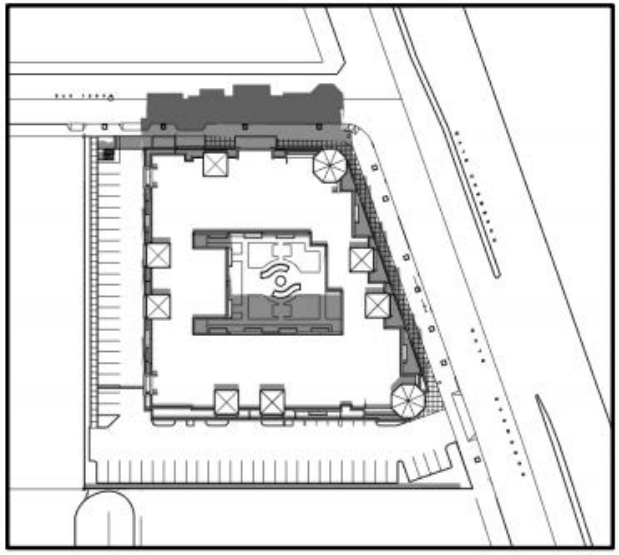
No standard conditions or mitigation measures are applicable.



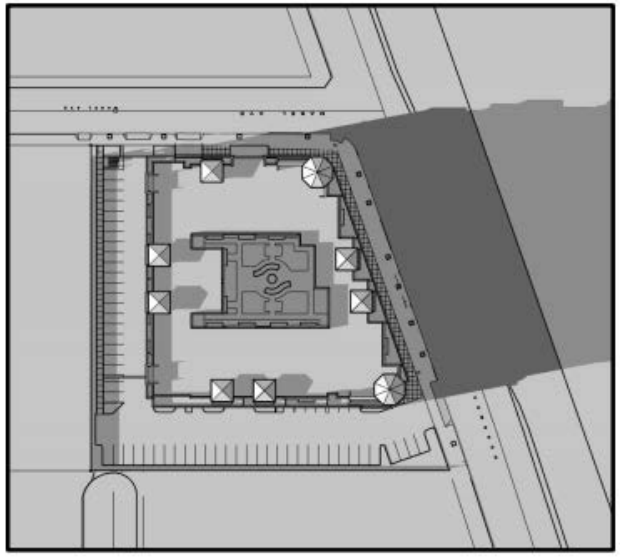
March 21, 9AM



March 21, 3PM



March 21, 12PM



March 21, 5PM

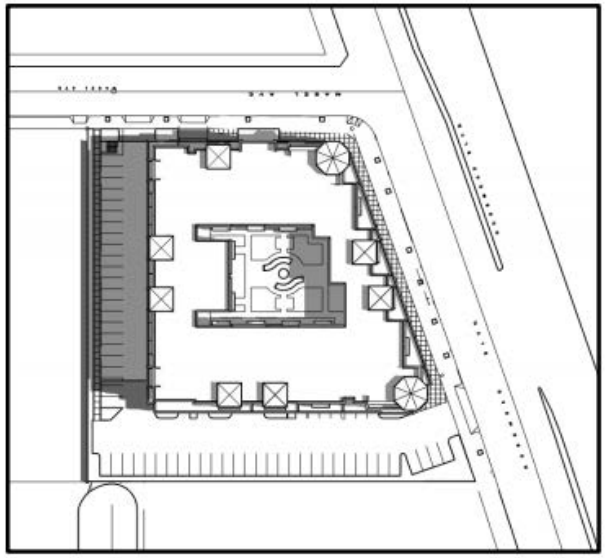
EXHIBIT 7a: Shade Shadow Modeling - Spring Equinox

Mye Plaza Mixed Use Project

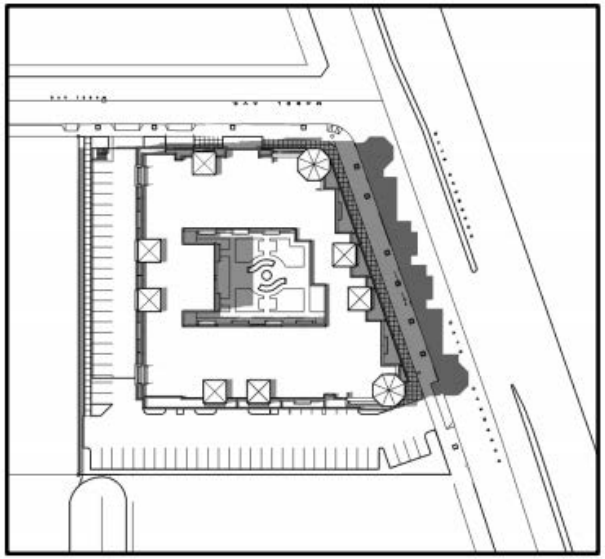
NOT TO SCALE

Kimley»Horn

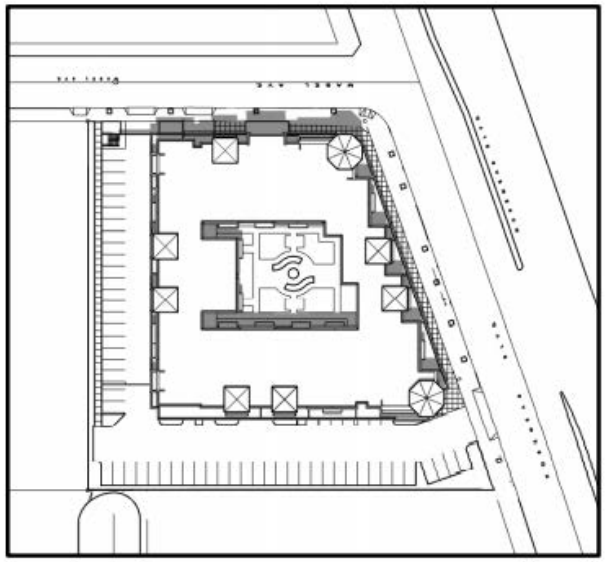
This Page Intentionally Left Blank



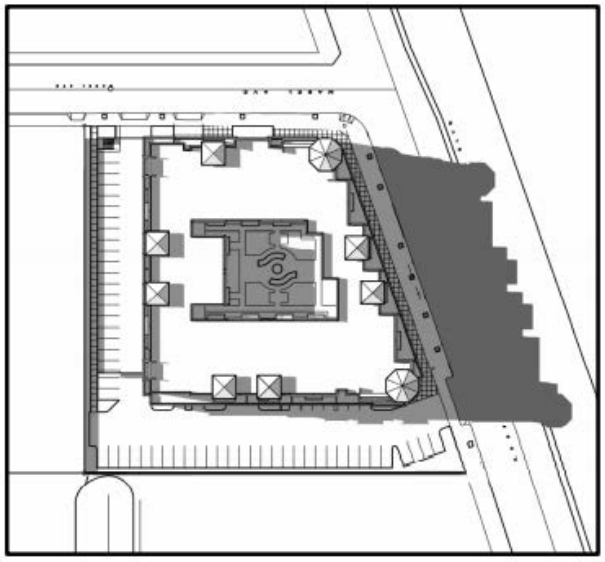
June 21, 9AM



June 21, 3PM



June 21, 12PM



June 21, 5PM

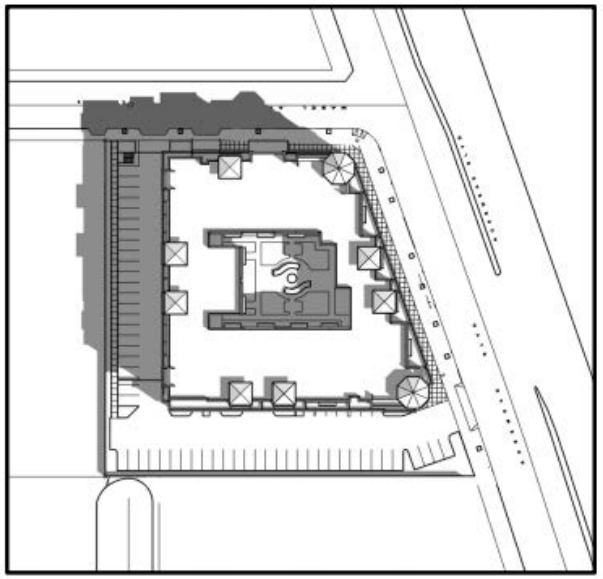
EXHIBIT 7b: Shade Shadow Modeling - Summer Solstice

Mye Plaza Mixed Use Project

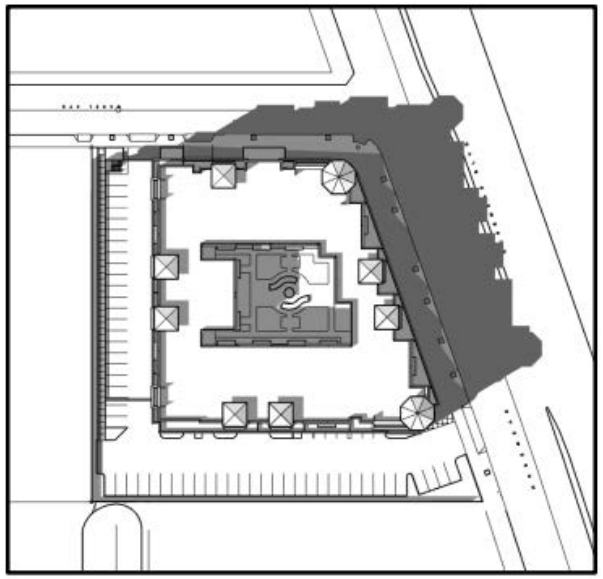
NOT TO SCALE

Kimley»Horn

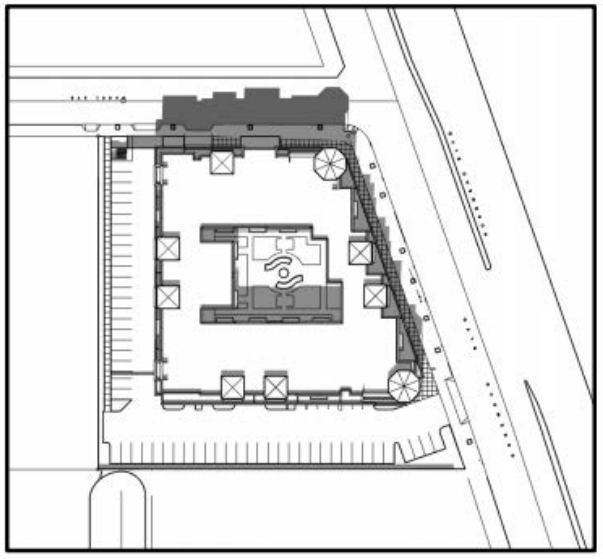
This Page Intentionally Left Blank



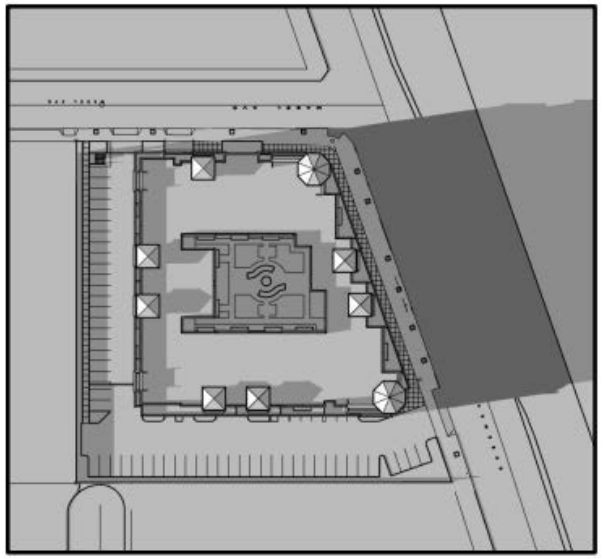
September 21, 9AM



September 21, 3PM



September 21, 12PM



September 21, 5PM

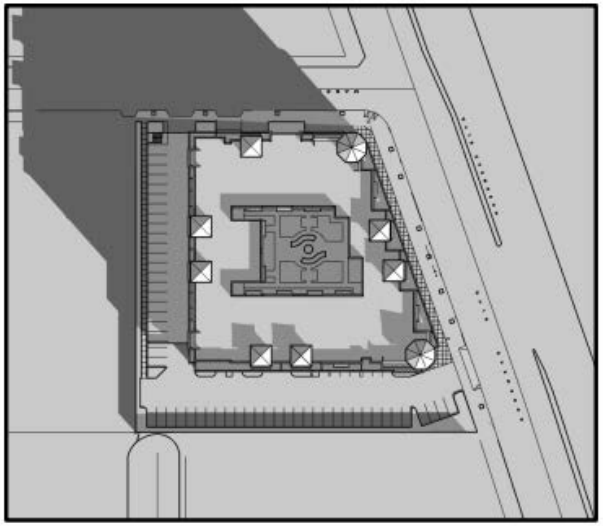
EXHIBIT 7c: Shade Shadow Modeling - Fall Equinox

Mye Plaza Mixed Use Project

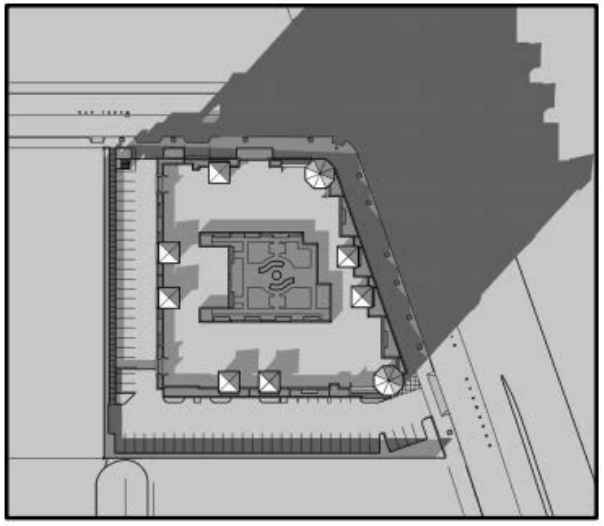
NOT TO SCALE

Kimley»Horn

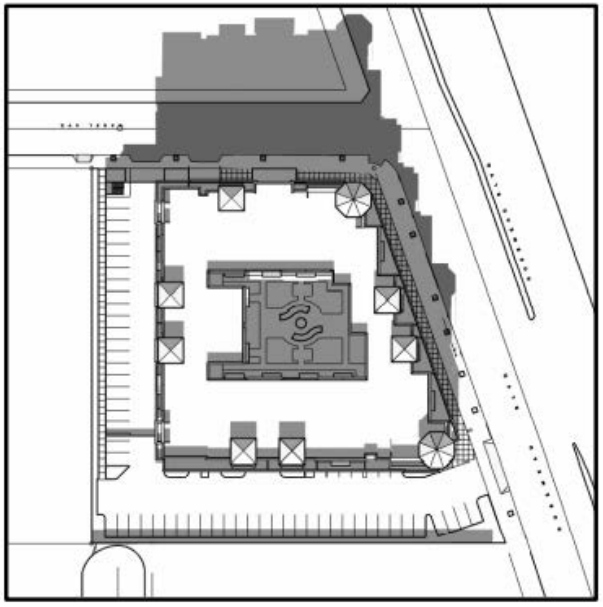
This Page Intentionally Left Blank



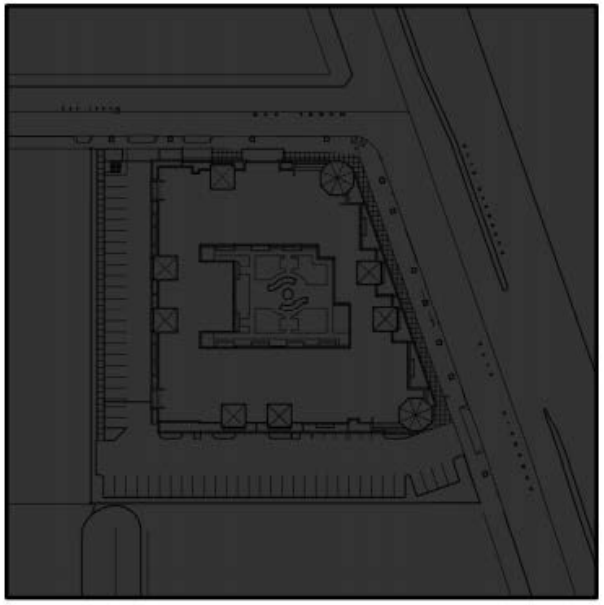
December 21, 9AM



December 21, 3PM



December 21, 12PM



December 21, 5PM

EXHIBIT 7d: Shade Shadow Modeling - Winter Solistice

Mye Plaza Mixed Use Project

NOT TO SCALE

Kimley»Horn

This Page Intentionally Left Blank

4.2 Agriculture and Forestry Resources

The project site and surrounding area can be characterized as a developed urban environment. There are no agricultural and forestry resources located on or proximate to the project site.

Threshold (a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use?

No Impact. The State of California, Department of Conservation, Farmland Mapping and Monitoring Program, has designated the project site as Urban and Built-Up Land. This farmland category defines Urban and Built-Up Land as land developed at a density of at least 1 dwelling unit (du) per 1.5 acres, or approximately 6 structures to a 10-acre parcel. Land uses include but are not limited to residential, industrial, office/commercial, institutional, and public administration. There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance on the project site or in the project vicinity.[5] The surrounding area includes various automotive repair and servicing uses, a mobile home park, single-family residences, and commercial retail uses. No farmland would be converted. Therefore, no impact would occur and no mitigation is required.

Threshold (b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. A Williamson Act contract between local governments and private landowners restricts specified parcels of land to agricultural or related open space use in return for a lower property tax assessment. The project site is not under a Williamson Act contract. The proposed project would require a zone change from Commercial-Manufacturing (C-M) to Commercial Residential (C-R). Neither the existing or proposed zoning designation allows for agriculture uses. Therefore, the proposed project would not conflict with agricultural zoning designation or a Williamson contract. Therefore, no impact would occur and no mitigation is required.

Threshold (c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))? and

Threshold (d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The proposed project would not conflict with existing zoning for forest land, timberland, or timberland production. There are no forest or timberland resources on the project site or in the surrounding area. The existing and proposed zoning designations for the project site do not permit such uses. Therefore, no impact would occur and no mitigation is required.

[5] State of California Department of Conservation. *California Important Farmland Finder*. Available at https://maps.conservation.ca.gov/dlrp/ciff/. Accessed March 9, 2021.

Threshold (e) Would the project involve other changes in the existing environment which, due to their location or nature could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest land?

No Impact. The project site and surrounding area do not include nor are proximate to agricultural uses or forest land. Therefore, the project would not directly or indirectly result in the conversion of property from agricultural or timberland uses. Therefore, no impact would occur and no mitigation is required.

Cumulative Impacts

The proposed project would have no impact on agricultural and forestry resources. The General Plan does not identify any agricultural or forestry resources within the City. Therefore, no cumulative impacts would occur.

Mitigation Program

Standard Conditions and Mitigation Measures

No standard conditions or mitigation measures are required.

4.3 Air Quality

An air quality analysis was prepared by Kimley-Horn and Associates (Kimley-Horn, 2021) for the proposed project. The air quality modeling outputs and results are included in **Appendix A** of this Initial Study and the results are summarized herein.

Threshold (a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The project site is in the South Coast Air Basin (Air Basin) which includes all of Orange County and non-desert portions of Los Angeles, San Bernardino, and Riverside counties. The Air Basin is approximately 6,600 square miles extending from the Pacific Ocean to the San Gabriel, San Bernardino, and San Jacinto Mountains. The Air Basin is a coastal plain with broad valleys and low hills, and semi-arid climate. The South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB) monitor air quality within the Air Basin.

The Air Quality Management Plan (AQMP) is prepared by SCAQMD and the Southern California Association of Governments (SCAG). Air quality plans describe strategies to control air pollution and measures to be implemented by a city, county, region, and/or air district. The primary purpose of an air quality plan is to bring an area that does not attain federal and State air quality standards into compliance with the requirements of the federal Clean Air Act and California Clean Air Act. Non-attainment is used to refer to an air basin where one or more ambient air quality standards are exceeded. In addition, air quality plans are developed to ensure that an area maintains a healthful level of air quality based on the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS).

The current plan is the 2016 AQMP adopted on March 3, 2017. The 2016 AQMP is designed to meet the State and federal Clean Air Act planning requirements and focuses on federal ozone and ultra-fine particulate matter ($PM_{2.5}$) standards. The SCAQMD's AQMP was prepared to accommodate growth; to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD; and to attain clean air within the region. Projects that are considered consistent with the AQMP would not interfere with attainment because this growth is included in the projections used to formulate the AQMP.

The SCAQMD's CEQA Handbook identifies two key indicators of consistency with the AQMP:

1. Whether a project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Whether a project will exceed the assumptions in the AQMP based on the year of project buildout and phase.

With respect to the first criterion, based on the air quality modeling analysis conducted for the proposed project, the construction and operation of the project would not result in significant impacts based on the SCAQMD thresholds of significance; therefore, project construction and operation would not increase the frequency or severity of existing air quality violations. The proposed project is not forecasted to contribute to the exceedance of any air pollutant concentration standards.

With respect to the second criterion, the project site has a General Plan designation of Commercial-Manufacturing (CM). The project requires a General Plan Amendment to change the designation from CM to Mixed-Use (C/R). The project site is zoned Commercial-Manufacturing (C-M) and the project requires

a zone change to Commercial Residential (C-R). Although the proposed project would change the land use designation to allow for residential and commercial development, as discussed in **Section 4.11, Land Use and Planning**, of this Initial Study, the project would not exceed the population or job growth projections used by the SCAQMD to develop the 2016 AQMP. As such, the project would not interfere with attainment because this growth is included in the projections used to formulate the AQMP. Additionally, the project is an infill development along Rosemead Boulevard (SR-164) near Metro transit stops and commercial land uses. Infill developments reduce emissions by reducing the need to travel long distances by some residents.[6] Additionally, the SCAQMD's CEQA Handbook indicates that significant air pollutant projects may include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities. The proposed project is not defined as one of these significant uses. Therefore, the project is also consistent with the second criterion.

SCAG forecasts are based on the General Plans of municipalities in the Air Basin. As addressed in the following analysis, total project emissions would be less than the SCAQMD significance thresholds. The emissions increase due to the project would not interfere with the AQMP or the attainment of the ambient air quality standards. Therefore, emissions from the project would not be greater than those anticipated in the AQMP.

The determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Air Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and federal air quality standards. In addition, the proposed project would be consistent with the goals and policies of the AQMP for the control of fugitive dust.

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

Construction Emissions

Less Than Significant Impact. Air quality standards in Southern California are identified by the U.S. Environmental Protection Agency (U.S. EPA) in the NAAQS and by CARB in the CAAQS. The air quality standards of the following five criteria pollutants relate to development projects: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter (PM_{10} and $PM_{2.5}$). Of these criteria pollutants, the Air Basin, in which South El Monte lies, is designated non-attainment for O_3 and particulate matter, meaning the Air Basin has recorded exceedances of the air quality standards for these pollutants in recent years.[7]

The project's construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (i.e., reactive organic gases [ROG] and nitrogen oxides [NO_X]) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur,

[6] The California Air Pollution Control Officers Association document, *Quantifying Greenhouse Gas Mitigation Measures* (August 2010), identifies that infill developments, such as the proposed project reduce vehicle miles traveled which reduces fuel consumption. Infill projects such as the proposed project would have an improved location efficiency.

[7] A portion of the Air Basin in Los Angeles County is also designated a non-attainment basin for lead, which is not a criteria pollutant that is relevant to this project, since air emissions of lead would not be generated by the project.

but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction equipment would include excavators, dozers, rollers, rubber-tired loaders, tractors, trenchers, and pavers. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on or off the site. The analysis of daily construction emissions has been prepared using CalEEMod.

In accordance with the SCAQMD Guidelines, CalEEMod was used to model construction emissions for ROG, NO_x, CO, SO_X, PM_{10}, and $PM_{2.5}$. Nitrogen oxides (NO_X) are a family of highly reactive gases that are a primary precursor to the formation of ground-level O_3 and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at high levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). Sulfur oxides (SO_X) belong to the family of sulfur oxide gases that are formed when fuel containing sulfur from coal and oil are burned and during industrial metal smelting processes. SO_2 contributes to respiratory illness, particularly in children and the elderly, and aggravates existing heart and lung diseases.

CalEEMod allows the user to input mitigation measures such as watering the construction area to limit fugitive dust. Standard conditions that were input into CalEEMod allow for certain reduction credits (i.e., compliance with SCAQMD rules) and result in a decrease of pollutant emissions. Reduction credits are based upon studies developed by CARB, SCAQMD, and other air quality management districts throughout California, and were programmed within CalEEMod. **Table 4.3-1: Construction Emissions** identifies the anticipated daily short-term construction emissions and assumes reductions associated with Standard Condition (SC) AQ-1 (Dust Control) and SC AQ-2 (Architectural Coatings). Impacts would be less than significant for all criteria pollutants during construction. The project would be required to adhere to SCAQMD Rules 403 and 402, as part of SC AQ-1 to reduce PM_{10} and $PM_{2.5}$ emissions resulting from fugitive dust, and Rule 1113 as part of SC AQ-2 to reduce ROG emissions. As indicated in the table, project construction emissions would not exceed any SCAQMD thresholds. Therefore, the project's construction-related impacts would be less than significant for all criteria pollutants.

Operational Emissions

Less Than Significant Impact. Table 4.3-2: Operational Emissions summarizes long-term operational emissions attributable to the proposed project. Project-generated emissions would be associated with motor vehicle use, energy, and area sources, such as the use of natural gas-fired appliances, landscape maintenance equipment, and architectural coatings. Mobile and stationary (area and energy) source operational emissions would result from normal daily activities on the project site after occupancy. Mobile source emissions would be generated by the motor vehicles traveling to and from the project site. Area source emissions would be generated due to an increased demand for consumer products, architectural coating, and landscaping. Energy source emissions would be generated from electricity and natural gas (non-hearth) usage associated with the proposed project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in the table, emissions from the proposed project would not exceed SCAQMD

thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$. Project operational emissions would be less than significant.

Table 4.3-1: Construction Emissions

Emissions Source	Pollutant (pounds per day) [a, b]					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction: 2022	3.25	33.14	20.63	0.04	9.53	5.78
Construction: 2023	2.04	16.46	20.16	0.04	1.91	0.99
Construction: 2024	24.87	8.32	12.86	0.02	0.61	0.43
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

ROG: reactive organic gases; NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM_{10}: particulate matter 10 microns or less in diameter; $PM_{2.5}$: particulate matter 2.5 microns or less in diameter.

a. Emissions were calculated using the California Emissions Estimator Model (CalEEMod), as recommended by the SCAQMD. Refer to Appendix A

b. The modeling incorporates reduction/credits for construction emissions based on measures included in CalEEMod and as required by the SCAQMD through Rule 403. This includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment.

Source: Kimley-Horn, 2021.

Table 4.3-2: Operational Emissions

Emissions Source	Pollutant (pounds per day) [a]					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Source	2.64	1.16	6.49	0.01	0.12	0.12
Energy Use	0.03	0.25	0.11	0.00	0.02	0.02
Mobile Source	1.42	6.00	16.93	0.06	5.52	1.51
Total	**4.09**	**7.41**	**23.53**	**0.07**	**5.66**	**1.65**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

ROG: reactive organic gases; NO_X: nitrogen oxides; CO: carbon monoxide; SO_X: sulfur oxides; PM_{10}: particulate matter 10 microns or less in diameter; $PM_{2.5}$: particulate matter 2.5 microns or less in diameter.

a. Emissions were calculated using the California Emissions Estimator Model (CalEEMod), as recommended by the SCAQMD.

Source: Kimley-Horn, 2021.

A significant impact to air quality would occur if a project would result in a cumulative considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable NAAQS or CAAQS (including releasing emissions that exceed quantitative thresholds for ozone precursors). The ozone precursors include ROG and NO_X. The Air Basin is in non-attainment for ozone (State and federal), PM_{10} (State), $PM_{2.5}$ (State and federal), and lead (federal, partial non-attainment in a portion of Los Angeles County). To determine whether the project would result in a cumulatively considerable increase

in non-attainment criteria pollutants or exceed the quantitative thresholds for ozone precursors, the lead agency may evaluate project emissions based on the quantitative emission thresholds established by the SCAQMD in its *CEQA Air Quality Handbook* (SCAQMD 1993, as amended). The SCAQMD has established quantitative thresholds against which a project's emissions could be evaluated to determine if there is a potential for a significant impact. In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of screening levels and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions. As previously addressed, the proposed project would not result in significant construction or operational air quality impacts including non-attainment criteria pollutants. Therefore, the project's contribution to regional pollutant concentrations would not be cumulatively considerable.

With respect to the proposed project's construction-period air quality emissions and cumulative Air Basin conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the federal Clean Air Act mandates. As such, the project would comply with SCAQMD's Rule 403 (see SC AQ-1). Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of a project site. Per SCAQMD rules and mandates, as well as the CEQA requirement that a project mitigate its significant impacts to the extent feasible, these same requirements (i.e., Rule 403 compliance, implementation of all feasible measures, and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects throughout the Air Basin, which would include related projects. Compliance with SCAQMD rules and regulations would preclude significant construction-related impacts. Therefore, project-related construction emissions, in combination with emissions from other projects in the area, would not substantially deteriorate the local air quality.

As previously discussed, the proposed project would not result in long-term air quality impacts because emissions would not exceed SCAQMD operational thresholds. Additionally, adherence to SCAQMD rules and regulations (SC AQ-1 and SC AQ-2) would alleviate potential impacts related to cumulative conditions on a project-by-project basis. The SCAQMD and other entities are constantly developing emission reduction technology, strategies, and plans. As a result, the proposed project would not contribute a cumulatively considerable net increase of any non-attainment criteria pollutant. Impacts would be less than significant and no mitigation is required.

Threshold (c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact with Mitigation. A significant impact may occur when a project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors, which include populations that are more susceptible to the effects of air pollution than the population at large. This section addresses the exposure of sensitive receptors for the following situations: CO hotspots; localized emissions concentrations, toxic air contaminants (TACs, specifically diesel particulate matter [PM]) from on-site construction; and asbestos and lead based paint during demolition.

Carbon Monoxide Hot Spots

An analysis of CO "hot spots" determines whether the change in the level of service (LOS) of an intersection caused by a proposed project would have the potential to result in exceedances of the CAAQS or NAAQS. Vehicular emissions cause CO exceedances, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the

CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. The Air Basin was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP.

Further, the proposed project would not produce the volume of traffic required to generate a CO hotspot (see Section 4.17 for Traffic Trip Generation). Therefore, CO hotspots are not an environmental impact of concern for the proposed project. Localized air quality impacts related to mobile-source emissions would be less than significant. As a result, no significant impact would occur and no additional mitigation measures are required.

Localized Significance Threshold Analysis

Localized Significance Analysis. The Localized Significance Threshold (LST) Methodology provides a look-up table for construction and operational emissions based on the emission rate, location, and distance from receptors, and provides a methodology for air dispersion modeling to evaluate whether a construction or operation could cause an exceedance of an ambient air quality standard. The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-Up Tables and the methodology described in *Localized Significance Threshold Methodology* (SCAQMD, revised July 2008) to determine if the daily emissions of CO, NO_x, PM_{10}, and $PM_{2.5}$, from the project would result in a significant impact to local air quality. Construction emissions were compared to the SCAQMD's screening thresholds. Project implementation would require approximately 100 cubic yards (cy) of cut and 200 cy of fill. Approximately 100 cy of fill would be imported to balance the project site. The nearest sensitive receptor is a single-family residence and associated structures at 9336 Mabel Avenue, 10 feet west of the project site.

As shown in **Table 4.3-3: Localized Significance of Construction and Operational Emissions**, construction emissions would not exceed SCAQMD LSTs. However, unmitigated operational emissions would exceed PM_{10} and $PM_{2.5}$ LSTs. Natural gas hearth emissions are the primary source causing this exceedance; therefore, Mitigation Measure (MM) AQ-1 prohibits wood burning and natural gas fireplaces. Therefore, with implementation of MM AQ-1, the project would not result in significant localized construction or operational emissions.

Toxic Air Contaminants

Construction would result in the generation of diesel particulate matter (diesel PM) emissions from the use of off-road diesel equipment required for grading and excavation, paving, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminant emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment is highly dispersive and concentrations of diesel PM dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. Project construction involves phased activities in several areas across the site and the project would not require

the extensive use of heavy-duty construction equipment or diesel trucks in any one location over the duration of development, which would limit the exposure of any proximate individual sensitive receptor to TACs.

Table 4.3-3: Localized Significance of Construction and Operational Emissions

Emission Source	Pollutant (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation (2022)	33.08	19.70	9.34	5.73
Grading (2022)	20.86	15.27	3.74	2.31
Building Construction (2022)	15.62	16.36	0.81	0.76
Building Construction (2023)	14.38	16.24	0.70	0.66
Paving (2023)	8.79	12.19	0.44	0.40
Paving (2024)	8.27	12.22	0.40	0.37
Architectural Coating (2024)	1.22	1.81	0.06	0.06
SCAQMD Localized Significance Threshold (Adjusted for 3.5 acres of disturbance at 25 meters)	***152***	***1,423***	***10.50***	***7***
Exceed SCAQMD Thresholds?	**No**	**No**	**No**	**No**
Unmitigated On-Site Emissions (Area and Energy)	1.70	24.49	3.06	3.06
Mitigated On-Site Emissions (Area and Energy)[1]	1.41	6.6	0.14	0.14
SCAQMD Localized Significance Threshold (Adjusted for 1.73 acres of disturbance at 25 meters)	***166***	***1,603***	***3***	***2***
SCAQMD Threshold Exceeded with Mitigation?	**No**	**No**	**No**	**No**

NO_X: nitrogen oxides; CO: carbon monoxide; SO_X: sulfur oxides; PM_{10}: particulate matter 10 microns or less in diameter; $PM_{2.5}$: particulate matter 2.5 microns or less in diameter.
Notes: SCAQMD Rule 403 Fugitive Dust applied. Refer to Appendix A for Model Data Outputs.
1. Mitigation Measure AQ-1 prohibits the use of fireplaces.
Sources: CalEEMod version 2016.3.2 and Kimley-Horn, 2021.

Additionally, construction activities would occur in an area of less than five acres. CARB generally considers construction project sites of such size to represent less than significant health risk impacts due to (1) limitations on the off-road diesel equipment able to operate and therefore a reduced amount of generated diesel PM; (2) the reduced amount of dust-generating ground disturbance possible compared to larger construction sites; and (3) the reduced duration of construction activities compared to the development of larger sites. Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Division 3, Article 1, Chapter 10, Sections 2485 and 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable diesel PM emissions. Given the temporary and intermittent nature of construction activities likely to occur in specific locations at the project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of diesel PM of any one receptor is exposed to would be limited. Therefore, considering the relatively short duration of diesel PM-emitting construction activity at any one location of the plan area and the highly dispersive properties of diesel PM, sensitive receptors would not be exposed

to substantial concentrations of construction-related TAC emissions. Impacts would be less than significant.

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

Less Than Significant Impact. The SCAQMD *CEQA Air Quality Handbook* (SCAQMD, 1993) identifies certain land uses as sources of odors. These land uses include agriculture, wastewater treatment plant, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project is a mixed-use residential and commercial development and does not propose to include any odor-inducing uses on the site.

During construction-related activities, some odors (not substantial pollutant concentrations) that the public may detect are those typical of construction vehicles (e.g., diesel exhaust from grading and construction equipment). These odors are a temporary short-term impact that is typical of construction projects and would disperse rapidly. The project would not include any of the land uses that the SCAQMD identifies as odor sources. Therefore, impacts would be less than significant and no mitigation is required.

Cumulative Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in non-attainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the Air Basin's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact. As discussed above, the project's emissions would be below the significance thresholds during both construction and operations. Therefore, the project's contribution is not considered cumulatively considerable.

Mitigation Program

Standard Conditions and Requirements

SC AQ-1 **Dust Control.** During construction, construction contractors shall comply with South Coast Air Quality Management District's (SCAQMD) Rules 402 and 403 in order to minimize construction emissions of dust and particulates. SCAQMD Rule 402 requires that air pollutant emissions not be a nuisance off-site. Rule 402 prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403 requires that fugitive dust be controlled with Best Available Control Measures so that the presence of such dust does not remain visible beyond the property line of the emission source. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. This requirement shall be included as notes on the contractor specifications. Table 1 of Rule 403 lists the Best Available Control Measures that are

applicable to all construction projects. The measures include, but are not limited to, the following:

a. Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

d. The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

e. Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

SC AQ-2 **Architectural Coatings.** South Coast Air Quality Management District (SCAQMD) Rule 1113 requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce reactive organic gas (ROG) emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories. Architectural coatings shall be selected so that the volatile organic compound (VOC) content of the coatings is compliant with SCAQMD Rule 1113. This requirement shall be included as notes on contractor specifications.

Mitigation Measures

MM AQ-1 **Hearth Emissions.** Prior to the issuance of building permits, the building official shall confirm that the applicable project plans and specifications do not include wood-burning or natural gas hearths.

4.4 Biological Resources

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

No Impact. The project site has been used as a large vehicle storage and junk yard with a mix of pervious and impervious surfaces. Resources on the site are limited to ruderal vegetation (weeds)as well as eight trees: bottlebrush, one juniper, one caster bean, and one ligustrum along Rosemead Boulevard; one juniper tree on the southwestern corner of the site; one ash tree on the southeast portion of the site; and one dead tree on the south-central portion of the site. Due to the disturbed nature of the site, no natural habitat is present on the site. No natural habitats are present on the surrounding properties. Based on review of the existing and surrounding site conditions, site clearance and project development would not adversely impact candidate, sensitive, or special status biological resources. No impacts would occur and no mitigation is required.

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

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

No Impact. As previously addressed, on-site vegetation is limited to weeds and eight trees. There are sensitive natural communities, riparian habitats, or federally protected wetlands or resources on the project site.[8] The project site does not contain any water resources (e.g., streams, creeks, channels, vernal pools) nor would any of the proposed land uses potentially impact wetlands. The nearest body of water mapped by the U.S Fish and Wildlife Service National Wetlands Inventory is the Rio Honda riverbed, approximately 0.2 mile west of the project site. The Rio Honda is a concrete-lined channel that serves primarily as flood control. It is not considered a State or federally protected wetland. The proposed project would not directly or indirectly impact this habitat. The project site is fully developed; the project site does not contain riparian habitat, sensitive natural communities, or wetlands. Therefore, no impacts to riparian habitat, wetlands, or other sensitive natural communities would result from the proposed project and no mitigation is required.

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

Less Than Significant Impact. Wildlife movement corridors are physical connections that allow wildlife to move between areas of suitable habitat in both undisturbed and fragmented landscapes. The project site has been used as a storage yard and is bordered by existing development and roadways. The project site is not a recognized wildlife corridor nor is it proximate to a nursery site for native and migratory wildlife.

[8] U.S. Fish and Wildlife Service, *National Wetlands Inventory*. www.fws.gov/wetlands/Data/Mapper.html, accessed December 18, 2020 and September 11, 2021.

The proposed project would remove several trees that have the potential to support nesting migratory birds that are protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC). The proposed project would adhere to SC BIO-1, which ensures compliance with the Migratory Bird Treaty Act (MBTA). MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. Under MBTA provisions, it is unlawful "by any means or manner to pursue, hunt, take, capture (or) kill" any migratory birds except as permitted by regulations issued by the USFWS. The term "take" is defined by USFWS regulation to mean to "pursue, hunt, shoot, wound, kill, trap, capture or collect" any migratory bird or any part, nest or egg of any migratory bird covered by the conventions, or to attempt those activities. In addition, the California Fish and Game Code (CFGC) extends protection to non-migratory birds identified as resident game birds (CFGC §3500) and any birds in the orders Falconiformes or Strigiformes (birds-of-prey) (CFGC §3503). The on-site trees and vegetation could provide suitable nesting habitat for birds. Compliance with SC BIO-1 would ensure that no significant impacts would occur.

Threshold (e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The City's Tree Policy applies to street on public property including along City streets.[9] If a tree is removed, planting of another tree from the City's Approved Tree List is required. As previously addressed, there are eight trees on the project site; the two bottlebrush trees would be retained (see **Exhibits 5a and 5b**). None of the trees are within the public right-of-way or are designated as street trees. The proposed removal of the six trees would not conflict with the City's Tree Policy. As such, project implementation would not conflict with any local policies or ordinances protecting biological resources. No impact would occur and no mitigation is required.

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

No Impact. According to the California Department of Fish and Wildlife's California Regional Conservation Plans map, the project site is not located within a Natural Community Conservation Plan (NCCP) or Habitat Conservation Plan (HCP).[10] As discussed above within Responses 4.4(a) through 4.4(e), the proposed project would not result in significant impacts to biological resources and would not result in conflicts with provisions of a HCP or NCCP. No impact would occur and no mitigation is required.

Cumulative Impacts

Past, present, and reasonably foreseeable future projects are required to implement measures, as set forth in their respective CEQA documents, consistent with federal, State, and local regulations to avoid adverse effects to biological resources or to mitigate for significant impacts to these resources. The types of measures required for projects impacting protected habitat, species, and regulated resources can include avoidance, project design features, regulatory approvals, best management practices, and mitigation measures. Following compliance with the established regulatory framework and standard conditions, the proposed project would not cause a significant impact to biological resources. Therefore, the project would not contribute to a potential cumulatively considerable impact.

9 City of South El Monte, *Council Report, Dated March 22, 2011.*

10 California Department of Fish and Wildlife, California Regional Conservation Plans, April 2019, Available at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, accessed December 19, 2020 and September 11, 2021.

Mitigation Program

Standard Conditions and Requirements

SC BIO-1 **Nesting Migratory Birds.** During construction, grubbing, brushing, or tree removal shall be conducted outside of the state identified nesting season for migratory birds (i.e., typically March 15 through September 1), if possible. If construction activities cannot be conducted outside of nesting season, a Pre-Construction Nesting Bird Survey within and adjacent to the project site shall be conducted by a qualified biologist within three days prior to initiating construction activities. If active nests are found during the Pre-Construction Nesting Bird Survey, a Nesting Bird Plan (NBP) shall be prepared by a qualified biologist and implemented during construction. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, monitoring, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, nesting sage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity.

Mitigation Measures

No mitigation measures are required.

4.5 Cultural Resources

A Cultural Record Search was requested for the proposed project. The results is included in this Initial Study as Appendix B and the results are summarized herein.

Threshold (a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?

No Impact. Historical resources are defined as buildings, structures, objects, sites, and districts of significance in history, archaeology, architecture, and culture. These resources include intact structures of any type that are 50 years or more of age. These resources are sometimes called the "built environment" and can include, in addition to houses, other structures such as irrigation works and engineering features. Historical resources are preserved because they provide a link to a region's past as well as a frame of reference for a community.

The CEQA Guidelines Section15064.5, define "historic resources" as resources listed in the California Register of Historical Resources, or determined to be eligible by the California Historical Resources Commission for listing in the California Register of Historical Resources.[11] CEQA allows local historic resource guidelines to serve as the California Register of Historical Resources criteria if enacted by local legislation to act as the equivalent of the State criteria.

The City of South El Monte General Plan Resources Element (October 2000) notes that "no historic or archaeologically significant sites have been located in the City." (see page 1.) Therefore, this topic is not addressed further in the City's General Plan. As a part of the preparation of this Initial Study, a records search was prepared by the South-Central Coastal Information Center; no historical resources have been recorded as being on the project site or within a 0.25-mile radius of the project site. Further, the project site does not contain any structures other than a small dilapidated guard shack. Due to the lack of significant historic resources on the project site, the project would have no impact on historic resources and no mitigation is required.

Threshold (b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact with Mitigation. As noted, a record search was requested from the South-Central Coastal Information Center to obtain recorded archaeological and built-environment information. The search includes review of all recorded archaeological and built-environment resources, as well as a review of cultural resource reports on file within a one-mile project site radius. No cultural studies have been conducted and no resources identified at the project site. However, one built-environment resource was recorded, and 15 cultural reports and studies were conducted within a 0.25-mile radius of the project site.

There is a likelihood of encountering archaeological resources in the project site since the site has not been previously extensively graded and the proximity to a water body (Rio Hondo Channel), approximately 0.2 mile west of the site. Although no subterranean land uses are proposed, construction activities for the project would require excavation and grading. Therefore, while low, there is the potential for the project to affect a previously unidentified archaeological resource. The project would be required to comply with MM CR-1, which requires that an archaeologist monitor grading and excavation activities. The archaeologist would have the ability to temporarily halt or redirect work to permit the sampling,

[11] California Public Resources Code Section 5020.1(k), Section 5024.1(g).

identification, and evaluation of the artifacts and resources, as appropriate. If resources are found to be significant, the archaeologist would determine appropriate actions, in cooperation with the City and Applicant. Compliance with MM CR-1 would reduce potential impacts to a less than significant level.

Threshold (c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant with Mitigation. No known human remains occur on the site, and no dedicated cemeteries are on or near the project site. It is not anticipated that human remains are present. In the event human remains are encountered during earth removal or disturbance activities, compliance with the California Health and Safety Code Section 7050.57.98, identified in MM CR-2, would reduce any impact associated with human remains to a less than significant level.

Cumulative Impacts

Potential cumulative impacts could occur if the project – when combined with other past, present, and reasonably foreseeable future projects – would cause significant impacts based on the thresholds of significance set forth in this Initial Study. The project site does not contain significant historic resources and is not expected to impact any archaeological resources; mitigation measures have been identified to mitigate potential impacts to a less than significant level. As with the proposed project, other past projects, other current projects, and probable future projects would be required to comply with mitigation measures. Despite the site-specific nature of resources, mitigation required for the identification and protection of unknown or undocumented resources would reduce the potential for cumulative impacts. On a cumulative level, data recovered from sites in the region allow for the examination and evaluation of the diversity of human activities in the region. The proposed project would not contribute to a cumulatively considerable impact on cultural resources.

Mitigation Program

Standard Conditions and Requirements

No standard conditions are required.

Mitigation Measures

MM CR-1 Prior to the issuance of the first grading permit or permit for ground disturbance activities, the Applicant shall provide evidence to the City of South El Monte that a qualified professional (i.e., archaeologist, historian, architect, paleontologist, Native American Tribal monitor) has been retained. The selection of the qualified professional(s) shall be subject to approval by the City. In the event that cultural resources (archaeological, historical, paleontological) are inadvertently unearthed during excavation and grading activities of any future development project, the contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the area of discovery. The qualified professional shall be contacted to evaluate the significance of the finding an appropriate course of action. If avoidance of the resource(s) is not feasible, salvage operation requirements pursuant to Section 15064.5 of the State CEQA Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.

MM CR-2 California Health and Safety Code Section 7050.5, State CEQA Guidelines Section 15064.5, and Public Resources Code Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a

dedicated cemetery. California Health and Safety Code Section 7050.5 requires that in the event that human remains are discovered, disturbance of the site shall be halted until the coroner has conducted an investigation into the circumstances, manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

4.6 Energy

Building Energy Conservation Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and are updated every three years (Title 24, Part 6, of the California Code of Regulations). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 9, 2018, the California Energy Commission (CEC) adopted the 2019 Building Energy Efficiency Standards (Energy Code), which went into effect on January 1, 2020. The CEC is currently preparing the 2022 Energy Code, which will improve upon the 2019 Energy Code for new construction of, and additions and alterations to, residential and non-residential buildings. Proposed standards will be adopted in 2021 with an effective date of January 1, 2023. The California Energy Commission updates the standards every three years.[12]

The current 2019 Energy Code improve upon the previous 2016 Energy Code. Under the 2019 Title 24 standards, residential buildings are about 7 percent more energy efficient, and when the required rooftop solar is factored in for low-rise residential construction, residential buildings that meet 2019 Title 24 standards use about 53 percent less energy than those built to meet the 2016 standards. Non-residential buildings use about 30 percent less energy due mainly to lighting upgrades.[13]

Senate Bill 350

In September 2015, then California Governor Jerry Brown signed Senate Bill (SB) 350 (de León). This legislation established tiered increases to the Renewable Portfolio Standard—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030.

Senate Bill 100

SB 100, referred to as "The 100 Percent Clean Energy Act of 2019, "was signed into law by Governor Brown in September 2018 and increased the required Renewable Portfolio Standards established in SB 350. Under SB 100, the total kilowatt hours (kWh) of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Threshold (a) Would the project result in a potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

[12] California Energy Commission, 2022 Building Energy Efficiency Standards, Available at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency, Accessed March 4, 2021.

[13] California Energy Commission, 2019 Building Energy Efficiency Standards Frequently Asked Questions, Available at: https://ww2.energy.ca.gov/title24/2019standards/documents/Title_24_2019_Building_Standards_FAQ_ada.pdf, Accessed March 4, 2021.

Less Than Significant Impact.

Electricity. Southern California Edison (SCE) provides electricity to the project area. The project is expected to use approximately 802,739 kilowatt-hours per year (kWh/year) based on California Emissions Estimator Model (CalEEMod); refer to Appendix A (Air Quality/Greenhouse Gas data). Project implementation would result in a permanent increase in electricity over existing conditions. The increased demand is expected to be adequately served by the existing SCE electrical facilities. Total electricity demand in SCE's service area is forecast to increase by approximately 12,000 gigawatt-hours (GWh)—or 12 billion kWh—between 2015 and 2026.[14] The increase in electricity demand from the project would represent an insignificant percent increase compared to overall demand in SCE's service area. Therefore, projected electrical demand would not significantly impact SCE's level of service.

Based on the project schedule, the project would be required to comply with the 2019 Building Energy Efficiency Standards, which took effect on January 1, 2020. Prior to issuance of a building permit, the City of South El Monte Building and Safety Department would review and verify that the project plans demonstrate compliance with the current version of the Building and Energy Efficiency Standards. The project would also be required adhere to the provisions of CALGreen, which establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.

Some design features include low voltage outdoor flood lights and high efficiency windows to reduce heating and cooling loads, reducing electricity consumption. Project development would not interfere with achievement of the 60 percent Renewable Portfolio Standard set forth in SB 100 for 2030 or the 100 percent standard for 2045. These goals apply to SCE and other electricity retailers. As electricity retailers reach these goals, emissions from end user electricity use would decrease from current emission estimates.

Natural Gas. Southern California Gas Company (SoCalGas) provides natural gas service to the project area. The project is expected to use approximately 1,005,472 kilo-British thermal units per year (KBTU/year) of natural gas based on California Emissions Estimator Model (CalEEMod); refer to Appendix A (Air Quality/ Greenhouse Gas Data). The increased demand is expected to be adequately served by the existing SoCalGas facilities. From 2020 to 2035, core demand is expected to decline from 934 million cubic feet (mcf) to 806 mcf, while supplies remain constant at 3.775 billion cubic feet per day (bcfd)[15] from 2015 through 2035.[16] Therefore, the natural gas demand from the proposed project would represent a nominal percentage of overall demand in SoCalGas' service area. The proposed project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Fuel. During construction, transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction

[14] California Energy Commission, California Energy Demand 2018-2030 Revised Forecast, Figure 49 Historical and Projected Baseline Consumption SCE Planning Area, Available at: file:///C:/Users/elena.ajdari/Downloads/TN222287_20180120T141708_The_California_Energy_Demand_20182030_Revised_Forecast.pdf, Accessed March 4, 2021.

[15] 1 bcfd is equivalent to about 1.03 billion kBTU

[16] California Gas and Electric Utilities, 2020 California Gas Report, Southern California Gas Company Annual Gas Supply 2020-2035 Table 1-SCG, Available at: https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf, Accessed March 4, 2021.

would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Most construction equipment during demolition and grading would be gas-powered or diesel-powered, and the later construction phases would require electricity-powered equipment. Impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure; impacts would not be significant.

During operations, energy consumption would be associated with resident, visitor, and employee vehicle trips; delivery and supply trucks; and trips by maintenance and repair crews. The project is a mixed-use infill development, thereby reducing the need to travel long distances. The project is also near public transportation access, further reducing the need to for passenger vehicle trips. The City and surrounding areas are highly urbanized with numerous gasoline fuel facilities and infrastructure. Consequently, the proposed project would not result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Existing rules and regulations concerning vehicle fuel consumption efficiencies (CAFE Standards)[17] would ensure that vehicle trips generated by the proposed project would not be considered as inefficient, wasteful, or unnecessary. The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts are less than significant and no mitigation is required.

Threshold (b) Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards (CALGreen). Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur. The proposed project would include design features such as high efficiency windows to reduce heating and cooling loads, Energy Star appliances, and high efficiency heating and cooling systems to reduce energy consumption and reduce GHG emissions. Therefore, the project is consistent with AB 32, which aims to decrease emissions statewide to 1990 levels by 2020 and the SB 32 goal of reducing emissions 40 percent below 1990 by 2030. Potential impacts are considered less than significant.

Further, the City's General Plan 2014-2021 5th Cycle Update Housing Element and the City's draft 6th Cycle (2021-2029) Housing Element include an Energy Efficiency Program and identify various conservation opportunities. Key elements of the Energy Efficiency Program include energy conservation measures, recycling, water conservation, and the use of alternative transit. The project would not conflict with the Energy Efficiency Program and benefit from the City's implementation of its measures. The key elements of this program include the following:

- The City shall permit and encourage the installation of photovoltaic/solar and solar water heating systems on new residential construction consistent with local and state regulations.
- The City will provide brochures and handouts promoting energy conservation from local utility providers at or near the planning counter. In addition, the City's website will continue to be

[17] U.S. Department of Transportation (2014). Corporate Average Fuel Economy Standards, Available at: https://www.transportation.gov/mission/sustainability/corporate-average-fuel-economy-cafe-standards, Accessed August 24, 2021.

updated to publicize the availability of the various rebate programs and tax incentives that will reduce the cost of installing energy-saving devices.

- The City of South El Monte shall continue to support ongoing programs from SCE and Sempra Energy that promote energy conservation. The programs sponsored by the utility providers include rebates for energy conserving refrigerators, water heaters, and other household appliances.
- The City of South El Monte will review the Zoning Ordinance to ensure that there are no requirements that are overly restrictive concerning the installation of solar panels. The City will then amend the Zoning Ordinance to ensure that solar panels are permitted in all Zone Districts.
- The City will consider reducing processing fees for those building improvements that involve the installation of solar panels.[18]

Compliance with the Title 24 Energy Code standards and CALGreen standards would ensure the proposed project incorporates rooftop solar panels, energy efficient windows, insulation, lighting, ventilation systems, water efficient fixtures, and other energy-efficient features. Further, the 2019 CALGreen standards requires the recycling and/or salvaging of a minimum of 65 percent of nonhazardous construction and demolition waste. Adherence to the California Public Utilities Commission's energy requirements, as well as the most current Title 24 and CALGreen standards would ensure conformance with the City of South El Monte General Plan goals and policies, as well as the State's goal of promoting energy efficiency and renewable energy. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts are less than significant and no mitigation is required.

Mitigation Program

Standard Conditions and Mitigation Measures

No standard conditions or mitigation measures are required.

[18] City of South El Monte General Plan, 2014-2021 5th Cycle Housing Element, Available at: https://www.cityofsouthelmonte.org/DocumentCenter/View/856/2014-2021-5th-Cycle-Housing-Element-PDF, Accessed March 4, 2021. 2021-2029 Draft Housing Element, Available at: https://www.cityofsouthelmonte.org/DocumentCenter/View/2322/SEM_Housing-Element-6th-Cycle_Public-Review-Draft?bidId=. Accessed September 11, 2021.

4.7 Geology and Soils

A Geotechnical Engineering Investigation Report was prepared by Cal Land Engineering (Cal Land, July 2020). The report is included in this Initial Study as **Appendix C** and the results are summarized herein. A Paleontological Record Search was conducted by the Natural History Museum of Los Angeles County. The record search is included in this Initial Study as **Appendix D** and the results are summarized herein.

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

No Impact. According to the Alquist-Priolo Fault Zone and Seismic Hazard Zone Map, the project site is not located in a Fault Zone.[19] Therefore, the proposed project would not result in any significant impacts in relation to a rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Map. No impact would occur and no mitigation is required.

Threshold (a.ii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less Than Significant Impact with Mitigation. The City, as well as most of Southern California, is located in a region of historic seismic activity. The project site could be subject to moderate to strong ground shaking in the event of an earthquake on one of the regional faults. The closest fault to the project site is the Elysian Park (Upper) Fault, approximately 2.1 miles southwest of the project site. Due to the site's proximity to several active faults, the proposed project would experience similar moderate to occasionally high ground shaking from these fault as well as ground shaking from other seismically active faults of the Southern California region. The potential for damage resulting from seismic-related events include ground shaking, ground failure, and ground displacement. Strong levels of seismic ground shaking can cause damage, particularly to older and/or poorly constructed buildings. The proposed project construction would be required to conform to the seismic design parameters of the current California Building Code as adopted by the City. MM-GEO 1 requires the City to review all project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits relative to the Cal Land *Geotechnical Engineering Investigation* and Code requirements. Compliance with MM-GEO 1 and applicable regulations would reduce potential impacts related to strong seismic ground shaking to a less than significant level.

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

Less Than Significant Impact. Liquefaction is the loss of strength where loose, saturated, relatively cohesion-less soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, characteristics of the subsurface soils, in-situ stress condition, and the depth to groundwater. Soil susceptible to liquefaction includes loose to medium dense sand and gravel, low-plasticity silt, and some low-plasticity clay deposits. According to the State of California Earthquake Zones of Required Investigation, El Monte Quadrangle map, the project site

[19] California Department of Conservation, Earthquake Zones of Required Investigation EQ Zapp Application, Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, Accessed February 5, 2021 and September 11, 2021.

is located in a Liquefaction Hazard Zone. The Geotechnical Engineering Investigation evaluated the site's potential for liquefaction using a modeling program and on-site data and concluded that the clayey soil on the site is not susceptible to liquefaction. As discussed under Threshold 4.7aii, the City would review construction plans to verify compliance with standard engineering practices, the California Building Code, and the Geotechnical Engineering Investigation Report's recommendations. Because the site is not considered susceptible to liquefaction, no significant impacts would occur and no mitigation is required.

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

No Impact. Landslides can occur if areas of steep slopes consisting of unstable soils are disturbed by ground shaking and/or heavy rainfall. Neither of these conditions exist on the project site. According to the State of California Earthquake Zones of Required Investigation El Monte Quadrangle map, the project site and surrounding vicinity are not located within an Earthquake-Induced Landslide Zone. There are no known landslides near the site nor is the site in the path of any known or potential landslides. Therefore, no impacts related to landslides would occur and no mitigation is required.

Threshold (b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the proposed project would be required to comply with erosion and siltation control measures such as sand-bagging to reduce site runoff or hold topsoil in place prior to final grading and construction. Additionally, the proposed project is required to comply with the National Pollutant Discharge Elimination System (NPDES) permitting process since construction activities would exceed the one or more-acre threshold. Construction impacts would be minimized through compliance with the Construction General Permit. The NPDES permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control Best Management Practices (BMPs) that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. These requirements would ensure that potential project impacts are less than significant. The project would include BMPs and additional landscaping to prevent soil erosion from impervious surfaces. Therefore, the project would not result in substantial soil erosion or loss of topsoil. Impacts would be less than significant and no mitigation is required.

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

Threshold (d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Landslides are gravity-driven movements of earth materials that may include rock, soil, unconsolidated sediment, or combinations of such materials. The primary factors influencing the stability of a slope are the nature of the underlying soil or bedrock, the geometry of the slope (height and steepness), and rainfall. Because the site is flat and is not adjacent to any slopes, the project site is not susceptible to landslides.

Lateral spreading generally is a phenomenon where blocks of intact, non-liquefied soil moves downslope on a liquefied substrate of large areal extent. For lateral spreading to occur, a sloping site with an open face within or at some distance from the site typically exists and there is a potential for liquefaction to occur near the base of the open face. Because the project site is not sloping or considered susceptible to liquefaction, the site is not susceptible to lateral spreading.

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The geotechnical study noted sandy clay - sandy silt mixture (CL-ML). In general, these soils exist in the slightly moist and stiff conditions. Underlying the surface soils, silty sand (SM), sand and silty sand mixture (SP-SM) and sandy clay (CL) were noted in the borings to the depths explored (51.5 feet). These soils exist in the stiff to very stiff and medium dense, to dense, and slightly moist to moist conditions. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the project site or in the general site vicinity. There appears to be little or no potential for ground subsidence due to withdrawal of fluids or gases at the project site. According to the U.S. Department of Agriculture, Natural Resource Conservation Service's Web Soil Survey, the site is composed of Urban land Pico Metz complex, which are well drained.[20] Urban land Pico Metz complex are not considered expansive soils due to their ability to transmit water efficiently. The project site is not considered susceptible to subsidence.

The proposed project would be required to conform with the most recently published California Building Code, City regulations, and other applicable standards as noted in SC GEO-1. Conformance with standard engineering practices and design criteria would reduce the potential for substantial risks to life or property as a result of expansive soils is minimal and the associated impacts would be less than significant and no mitigation is required.

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

No Impact. The project does not propose the use of septic tanks. The project would connect to the existing sanitary sewer system for wastewater disposal. Therefore, no impact would occur and no mitigation is required.

Threshold (f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation. Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. The project site is currently mostly undeveloped with some paved areas. According to the record search results from the Natural History Museum of Los Angeles County, no known fossil localities lie directly within the project site. Although no fossil localities were noted on the project site, the record search did identify other fossil localities that were found in the greater San Gabriel Valley area with similar sedimentary deposits. Although not expected, there is a possibility that project construction activities to affect unidentified paleontological resources. Therefore, implementation of MM GEO-2, which addresses the actions to be taken should

[20] USDA Web Soil Survey, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx, Accessed March 31, 2021.

paleontological resources be found, is required to reduce potential impacts to paleontological resources to a less than significant level.

Cumulative Impacts

The proposed project would be constructed in compliance with all applicable codes and in accordance with the mitigation set forth in this Initial Study, which are designed to reduce the exposure of people or structures to substantial risk of loss, injury, or death related to geological conditions or seismic events. The potential cumulative impact related to earth and geology is typically site specific. The analysis herein determined that the project would not result in any significant impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature with implementation of mitigation. Moreover, existing State and local laws and regulations are in place to protect people and property from substantial adverse geological and soils effects, including fault rupture, strong seismic ground shaking, seismic-induced ground failure (including liquefaction), and landslides.

Existing laws and regulations also protect people and property from adverse effects related to soil erosion, expansive soils, loss of topsoil, development on an unstable geologic unit or soil type that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. These existing laws and regulations, along with mitigation required for the project, would render potentially adverse geological and soil effects less than significant. These existing laws and regulations also ensure that past, present, and reasonably foreseeable future projects in the region do not result in substantial adverse geological and soils effects. As a result, the existing legal and regulatory framework would ensure that the incremental geological and soils effects of the project would not result in greater adverse cumulative effects when considered together with the effects of other past, present, and reasonably foreseeable future projects in South El Monte and the greater Los Angeles County region. Therefore, the project—in combination with past, present, and reasonably foreseeable future projects—would not result in a cumulatively significant impact by exposing people or structures to risks related to geologic hazards, soils, or seismic conditions.

Mitigation Program

Standard Conditions and Requirements

SC GEO-1 The project is required to conform to the seismic design parameters of the 2019 California Building Code and the 2019 California Green Building Standards Code (or applicable adopted code at the time of plan submittal or permit issuance).

Mitigation Measures

MM GEO-1 Prior to the issuance of grading permits, the City of South El Monte shall review all project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits to ensure compliance with the applicable recommendations from the Geotechnical Investigation and other applicable Code requirements.

MM GEO-2 Prior to the issuance of the first grading permit or permit for ground disturbance activities, the Applicant shall provide evidence to the City of South El Monte that a qualified professional paleontologist has been retained. The selection of the qualified professional(s) shall be subject to the acceptance of the City. In the event that paleontological are inadvertently unearthed during excavation and grading activities of any future development project, the contractor shall immediately cease all earth-

disturbing activities within a 100-foot radius of the area of discovery. The qualified professional shall be contacted to evaluate the significance of the finding an appropriate course of action. If avoidance of the resource(s) is not feasible, salvage operation requirements pursuant to Section 15064.5 of the State CEQA Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.

4.8 Greenhouse Gas Emissions

A greenhouse gas (GHG) emissions analysis was prepared by Kimley-Horn and Associates (Kimley-Horn, 2021) for the proposed project. The GHG modeling outputs and results are included in Appendix A of this Initial Study and the results are summarized herein.

Background

The "greenhouse effect" is the natural process that retains heat in the troposphere, the bottom layer of the atmosphere. Without the greenhouse effect, thermal energy would "leak" into space resulting in a much colder and inhospitable planet. With the greenhouse effect, the global average temperature is approximately 61˚F (16˚C). Greenhouse gases (GHGs) are the components of the atmosphere responsible for the greenhouse effect. The amount of heat retained is proportional to the concentration of GHGs in the atmosphere. As more GHGs are released into the atmosphere, GHG concentrations increase and the atmosphere retains more heat, increasing the effects of climate change. The Kyoto Protocol identified six gases for emission reduction targets: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). When accounting for GHGs, all types of GHG emissions are expressed in terms of CO_2 equivalents (CO_2e) and are typically quantified in metric tons (MT) or million metric tons (MMT).

Approximately 80 percent of the total heat stored in the atmosphere is caused by CO_2, CH_4, and N_2O. These three gases are emitted by human activities as well as natural sources. Each of the GHGs affects climate change at different rates and persists in the atmosphere for varying lengths of time. Global warming potential (GWP) is the relative measure of the potential for a GHG to trap heat in the atmosphere. The GWP allows comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of one ton of a gas will absorb over a given period of time, relative to the emissions of one ton of CO_2. The larger the GWP, the more that a given gas warms the Earth compared to CO_2 over that time period. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (e.g., to compile a national GHG inventory), and allows policymakers to compare emissions reduction opportunities across sectors and gases.

GHGs, primarily CO_2, CH_4, and N_2O, are directly emitted as a result of stationary source combustion of natural gas in equipment such as water heaters, boilers, process heaters, and furnaces. GHGs are also emitted from mobile sources such as on-road vehicles and off-road construction equipment burning fuels such as gasoline, diesel, biodiesel, propane, or natural gas (compressed or liquefied). Indirect GHG emissions result from electric power generated elsewhere (i.e., power plants) used to operate process equipment, lighting, and utilities at a facility. Included in GHG quantification is electric power which is used to pump the water supply (e.g., aqueducts, wells, pipelines) and disposal and decomposition of municipal waste in landfills.[21]

Regulations and Significance Criteria

Former California Governor Arnold Schwarzenegger issued Executive Order S-3-05 in June 2005, which established the following GHG emission reduction targets: (a) by 2010: Reduce GHG emissions to 2000 levels; (b) by 2020: Reduce GHG emissions to 1990 levels; and (c), by 2050: Reduce GHG emissions to 80 percent below 1990 levels.

[21] California Air Resources Board, *Climate Change Scoping Plan*, 2008.

Assembly Bill (AB) 32 Statutes of 2006, Health and Safety Code Section 38500 et seq. require that CARB determine what the statewide GHG emissions level was in 1990 and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons of CO_2 equivalent ($MTCO_2e$). Additionally, issued in April 2015, Executive Order B-30-15 requires statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030.

Then Governor Jerry Brown issued Executive Order B-30-15 in April 2015, which requires statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030. SB 32, signed into law in September 2016, codifies the 2030 GHG reduction target in Executive Order B-30-15. SB 32 authorizes CARB to adopt an interim GHG emissions level target for the State to achieve by 2030, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. With SB 32, the California Legislature passed companion legislation AB 197, which provided additional direction for developing an updated Scoping Plan. CARB released the second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32 in November 2017.

Additionally, signed into law in September 2018 by former Governor Brown, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The State CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is to determine whether a project's GHG emissions would have a "significant" impact on the environment. The State CEQA Guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions (14 CRC §15064.4(a)).

On September 28, 2010, the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group recommended an interim screening level numeric bright-line threshold of 3,000 metric tons of CO_2e annually, as well as an efficiency-based threshold of 4.8 metric tons of CO_2e per service population (residents plus employees) per year in 2020 and 3.0 metric tons of CO_2e per service population per year in 2035.[22] The SCAQMD formed the Working Group to assist the SCAQMD's efforts to develop a GHG significance threshold. The Working Group included a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a city and county planning departments in the Air Basin, various utilities such as sanitation and power companies throughout the Air Basin, industry groups, and environmental and professional organizations. The

[22] In *Cleveland National Forest Foundation v. San Diego Association of Governments* (2017) 3 Cal.5th 497, the Supreme Court held that the EIR prepared for the San Diego Association of Governments' (SANDAG) *2050 Regional Transportation Plan/Sustainable Communities Strategy* did not need to include an analysis of the Plan's consistency with GHG emission reduction goals of 80 percent below 1990 levels by 2050 (established by EO S-3-05 to comply with CEQA. The Court's opinion stated that the lead agency made "a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" in part because it disclosed the 2050 emissions levels and identified the significance of the 2050 threshold to climate change impacts (i.e., to stabilization of temperature increases). The Court also noted that "a recent California Energy Commission report concludes, however, that the primary strategies to achieve this target should be major 'decarbonization' of electricity supplies and fuels, and major improvements in energy efficiency."

numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds. The thresholds are supported by substantial evidence and provide guidance to CEQA practitioners and lead agencies in determining whether GHG emissions from a proposed project are significant.

The City has not adopted project-specific significance thresholds. For the proposed project, the SCAQMD's proposed 3,000 $MTCO_2e$/yr non-industrial screening threshold is used as the significance threshold in addition to the qualitative thresholds of significance from CEQA Guidelines Appendix G, Section VII.

Threshold (a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Pursuant to Appendix G of the State CEQA Guidelines, a project would have a potentially significant impact if it generates GHG emissions, directly or indirectly, that may have a significant impact on the environment; or conflicts with an applicable plan, policy, or regulation adopted to reduce GHG emissions. Section 15064.4 of the CEQA Guidelines specifies how the significance of GHG emissions is to be evaluated. The process is broken down into quantification of project-related GHG emissions, making a determination of significance, and specification of appropriate mitigation if impacts are found to be potentially significant.

The proposed project would result in direct emissions of GHGs from construction and operations. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. CalEEMod relies upon trip data; the project's Transportation Study and project-specific land use data was used to calculate emissions. **Table 4.8-1: Project Greenhouse Gas Emissions** presents the estimated GHG emissions of the proposed project.

Table 4.8-1: Project Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/Year)
Construction Emissions (2022)	281
Construction Emissions (2023)	494
Construction Emissions (2024)	19
Total Construction Emissions	794
Construction Emissions Amortized over 30 Years	26.47
Area Source	17
Energy	248
Mobile	1,054
Waste	13
Water	32
Total	**1,390.47**
SCAQMD Threshold	**3,000**
Exceeds Threshold?	**No**

Note: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.
Source: Kimley-Horn, 2021.

Project total construction would result in the generation of approximately 794 metric tons of CO_2e during construction (or 26.47 metric tons amortized over 30 years)[23]. Once construction is complete, the generation of these GHG emissions would cease. Forecasted GHGs from construction have been quantified and amortized over the life of the project (30 years). The amortized construction emissions are added to the annual average operational emissions.

Operational emissions consist of area sources, energy sources, mobile sources, solid waste generation, water use, and wastewater treatment. Area source emissions occur from architectural coatings, landscaping equipment, and consumer products. Mobile source emissions are based on the net new vehicle trips generated by the proposed project. Emissions from water consumption occur from energy use for conveyance and treatment, and emissions from solid waste occur as materials decompose. The proposed project would result in project-related GHG emissions of 1,390.47 $MTCO_2$/yr. Therefore, the project would not exceed the 3,000 $MTCO_2eq$ per year significance threshold. Impacts would be less than significant and no mitigation is required.

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

Less Than Significant Impact. The City of South El Monte does not have an adopted Climate Action Plan (CAP) or Citywide GHG Reduction Plan for land use development projects.

The proposed project would be required to comply with all building codes in effect at the time of construction which include energy conservation measures mandated by Title 24 of the California Building Standards Code – Energy Efficiency Standards. Because Title 24 standards require energy conservation features in new construction (e.g., high-efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems, thermal insulation, double-glazed windows, water conserving plumbing fixtures), they indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The proposed project would be consistent with energy efficiency measures. Therefore, the project is consistent with AB 32, which aims to decrease emissions statewide to 1990 levels by the year 2020 and the SB 32 goal of reducing emissions 40 percent below 1990 by 2030.

In addition, the proposed project would comply with all SCAQMD applicable rules and regulations during construction of the operational phase and would not interfere with the State's goals set forth in AB 32 and SB 32. In addition, the proposed project does not interfere with State efforts to reduce GHG emissions to 40 percent below 1990 levels by 2030 in accordance with SB 32. Approximately 94 percent of the proposed project's emissions are from energy and mobile sources which would be further reduced by implementation of the 2017 Scoping Plan. It should be noted that the City has no control over vehicle emissions (approximately 76 percent of the proposed project's total emissions). However, these emissions would decline in the future due to statewide measures including the reduction in the carbon content of fuels, CARB's advanced clean car program, CARB's mobile source strategy, fuel efficiency standards, cleaner technology, and fleet turnover. Additionally, SCAG expects implementation of its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to help California reach its GHG

[23] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13, August 26, 2009).

reduction goals, with reductions in per capita transportation emissions of 19 percent by 2035.[24] The proposed project is an infill mixed-use development project near locally-serving commercial uses and several Metro bus stops, thereby potentially reducing the need to travel long distances.[25] Accordingly, the proposed project does not interfere with the State's efforts to reduce GHG emissions in 2030.

Concerning Executive Order S-3-05's goals for 2050, it is not currently possible to quantify all emissions savings from future regulatory measures because these measures have not yet been developed. Just as the proposed project's GHG emissions would decrease over time in compliance with regulations that the State will phased over time, it can be anticipated that operation of the proposed project would comply with or benefit from all applicable measures enacted by State lawmakers to reach the goal of an 80 percent reduction below 1990 levels by 2050. This percentage reduction is the level of GHG emissions that the State's GHG regulators believe the State needs to achieve in order to stabilize GHG-induced temperature increases and limit GHG impacts in California's environment. The analysis in this IS/MND documents what can reasonably be known about the current regulation of GHG emissions and predict GHG impacts to the extent possible based on scientific and factual data. Further analysis would be speculative; therefore, in compliance with CEQA, this Initial Study provides no further analysis or conclusions concerning the proposed project's long-term GHG affects.

Further, as noted above, the proposed project is required to comply with all building codes in effect at the time of construction which include energy conservation measures mandated by Title 24 of the California Building Standards Code – Energy Efficiency Standards. Title 24 is part of the State's plans and regulations for reducing emissions of GHGs to meet and exceed AB 32 and SB 32 energy reduction goals. Because Title 24 standards require energy conservation features in new construction, they help reduce GHG emissions. As previously noted, California's Building Energy Efficiency Standards are updated on an approximately three-year cycle and the most recent 2019 standards went into effect on January 1, 2020.

Consistent with the 2017 Scoping Plan, SCAG's 2020-2045 RTP/SCS, SB 32, and Title 24, the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. Therefore, the proposed project would have a less than significant impact on GHG emissions and no mitigation is required.

Cumulative Impacts

As addressed in this Initial Study, because of the global nature of the climate change problem, most projects will not generate GHG emissions that individually will cause a significant impact on global climate change. Therefore, the analysis of a project's GHG impacts is typically not considered individually but is analyzed against the GHG emissions of existing and proposed projects within the region, State, and ultimately against global emissions and how the emissions can cumulatively affect global climate change. This concept is supported in the various Attorney General, State Clearinghouse, and SCAQMD publications.[26] Further, the proposed project demonstrates consistency with the 2017 Scoping Plan,

[24] Southern California Association of Governments, *The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of The Southern California Association of Governments*, adopted September 3, 2020, p. 9.

[25] The California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures* (August 2010) identifies that infill developments, such as the proposed project reduce vehicle miles traveled which reduces fuel consumption. Infill projects such as the proposed project would have an improved location efficiency.

[26] California Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review Technical Advisory*, June 2008; South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold,* October 2008; *Center for Biological Diversity v. National Highway Traffic Safety Administration*, 538 F.3d 1172, 1215-1217 [9th Cir. 2008].

SCAG's 2020-2045 RTP/SCS, SB 32, and Title 24. The proposed project would not result in a cumulatively considerable impact associated with GHGs.

Mitigation Program

Standard Conditions and Requirements

SC GHG-1 Prior to issuance of building permits, the Applicant/Property Owner shall be required to demonstrate to the Planning Department, Building Division that building plans meet the applicable Title 24 Energy Efficiency Standards for Residential and Non-residential Buildings (*California Code of Regulations* [CCR], Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods.

SC GHG-2 Prior to issuance of building permits, the Applicant/Property Owner shall be required to demonstrate to the Planning Division, Building Division that building plans meet the applicable California Green Building Standards (CalGreen) Code (24 CCR 11).

Mitigation Measures

No mitigation is required.

4.9 Hazards and Hazardous Materials

This section provides a discussion of existing conditions, potential impacts, and mitigation measures to avoid or minimize the significance of such impacts related to hazards and hazardous materials as a result of the implementation of the project. Information in this section is based on the *Phase I Environmental Site Assessment Report* (ESA) prepared by Ralph Stone and Company, Inc. (March 2019); the report is included in Appendix E of this Initial Study.

Additionally, Kimley-Horn conducted a regulatory database search of the Department of Toxic Substances Control (DTSC) Envirostor website (http://www.envirostor.dtsc.ca.gov/public/) and the State Water Resources Control Board's geotracker website (http://geotracker.waterboards.ca.gov/). The database search was performed to identify potential new hazardous material-regulated facilities on or near the project site.

Regulatory Setting

The management of hazardous materials is regulated by various federal, State, and local agencies. Federal and State agencies include the U.S. EPA, United States Department of Transportation (DOT), California Environmental Protection Agency (Cal EPA), DTSC, California State Water Resources Control Board (SWRCB), Regional Water Quality Control Board (RWQCB), and the California Highway Patrol. Local agencies include the Los Angeles County Fire Department which regulates hazardous materials use, storage, and disposal within the City.

Existing Site Conditions

As part of the Phase I ESA, a site reconnaissance was conducted on March 22, 2019, which noted that the project site is mostly undeveloped but used as an impound yard with multiple vehicles stored on the site. Site reconnaissance also noted a small six-foot by six-foot guard shack in the southeastern corner of the property. There is existing streetscape fronting Rosemead Boulevard and very limited vegetation on Mabel Avenue. Eight trees are on the project site.

Based on review of historical records, the property was vacant farmland in the 1920s and later developed with a single-family residence in the 1930s. The single-family residence and garage were cleared by the 1950s. The property was then used as a County of Los Angeles Vehicle Impound Yard in the mid-1950s. Other surrounding properties have been commercially developed since the 1960s. Record search and review could not confirm if the project site is still actively used as an impound yard.

Site reconnaissance did not find significant storage of, or stains from hazardous chemicals or distressed vegetation on the project site. No oil or gas wells, underground tanks, clarifiers, or sumps were identified as being previously or presently on or adjacent to the property. No off-site source was identified that could adversely impact the property. No pesticide/herbicide, PCB, or chemical contamination were likely to be on the project site.

Threshold (a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Exposure of the public or the environment to hazardous materials can occur through transportation accidents; environmentally unsound disposal methods; improper handling of hazardous materials or hazardous wastes (particularly by untrained personnel); and/or emergencies, such as explosions or fires. The severity of these potential effects varies by type of activity, concentration

and/or type of hazardous materials or wastes, and proximity to sensitive receptors. Project construction is not anticipated to involve the transport, use, creation or disposal of hazardous materials. Small quantities of potentially hazardous substances such as gasoline, diesel fuel, lubricants for machines, and other petroleum-based products would be used on the project site, mostly during the proposed project's construction phase. Should any unknown contaminated soils or other hazardous materials be discovered and be removed from the project site, the soils/material can be transported only by a licensed hazardous waste hauler in covered containment devices in compliance with all applicable County, State, and federal requirements.

The project proposed a mixed-use residential and retail development. It is assumed that use, storage, and transport of routinely-used hazardous materials would occur in compliance with the established regulatory framework. Therefore, it is not anticipated that the proposed project would not emit hazardous emissions or involve hazardous or acutely hazardous materials, substances, or waste. However, the proposed project could involve the transport and use of materials associated with routine maintenance of the property, such as janitorial supplies for cleaning purposes and/or herbicides and pesticides for landscaping. The types and quantities of materials associated with routine maintenance would not be significant enough to create a reasonable foreseeable upset or accident. Further, the Los Angeles County Fire Department routinely provides inspections to ensure the safe storage, management, and disposal of any hazardous materials in accordance with the federal, State, and local regulations. Therefore, no significant impacts related to exposing the public or the environment to significant hazards through the routine transport, use, or disposal of hazardous materials would occur and no mitigation is required.

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

Less Than Significant Impact. According to the DTSC Envirostor database, the San Gabriel Valley Superfund Site (ID: 60001339) covers the entire City of South El Monte and portions of the cities of El Monte and Rosemead. The San Gabriel Valley Superfund Site is listed on the database due to exceedances in State and federal drinking water standards for groundwater, specifically in volatile organic compounds (VOC) (PCE, TCE, 1,4-dioxane, and perchlorate). The U.S. EPA issued the Interim Record of Decision to address VOC-impacted groundwater in 2000 and continued groundwater remediation and monitoring in 2012 and 2013. The U.S. EPA is evaluating the need for additional cleanup for the San Gabriel Valley Superfund Site. A May 2021 Progress Update published by the U.S. EPA notes that South El Monte local water agencies currently operate three water treatment systems that clean the groundwater and provide drinking water to homes in the San Gabriel Valley. In 2021 the U.S EPA will complete a streamline study for cleanup options and do a Five-Year Review of the current cleanup plan.[27]

According to State Water Resources Control Board Geotracker database, five Leaking Underground Storage Tanks (LUSTs) Clean Up Sites and four Cleanup Program Sites are located within 0.25 mile of the project site, as identified in **Table 4.9-1: LUST and Cleanup Sites**.

According to the Phase I ESA, the project site and adjacent properties are not listed as known contaminated sites and hazardous materials/underground tank permit sites. Further, no active

[27] U.S. Environmental Protection Agency (EPA). (2021). San Gabriel Valley Superfund Sites Progress Update, Available at: https://wqa.com/wp-content/uploads/2021/06/SGV-All-Site-Fact-Sheet-5-5-2021-FinalUpdated.pdf, Accessed September 14, 2021.

environmental cleanup sites are within 2,000 feet of the project site. Although the City of South El Monte, inclusive of the project site, is part of the San Gabriel Valley Superfund site, the nature of the project would not impact ongoing remediation of the superfund site and would not include earth-disturbing activities such as drilling or extraction of groundwater supplies.

Table 4.9-1: LUST and Cleanup Sites

Category	Address	Status	Case Year
Leaking Underground Storage Tanks Cleanup Sites	2737 Lee Ave, El Monte	Completed – Case Closed	1980
Leaking Underground Storage Tanks Cleanup Sites	9420 Garvey Ave, South El Monte	Completed – Case Closed	1995
Leaking Underground Storage Tanks Cleanup Sites	9432 Garvey Ave E, El Monte	Open - Remediation	1991
Leaking Underground Storage Tanks Cleanup Sites	9401 Garvey Ave, South El Monte	Completed – Case Closed	2001
Leaking Underground Storage Tanks Cleanup Sites	9505 E Garvey Ave, South El Monte	Completed – Case Closed	2001
Cleanup Program Sites	2652 Lashbrook Ave, South El Monte	Open - Inactive	1965
Cleanup Program Sites	3154 Rosemead Blvd, El Monte	Open – Site assessment	1965
Cleanup Program Sites	9452 Garvey Ave, South El Monte	Completed – Case Closed	1985
Cleanup Program Sites	9452 Garvey Ave, South El Monte	Completed – Case Closed	1985

Source: State Water Resources Control Board Geotracker database

Project construction would include demolition of all structures on the project site, including the guard shack. Asbestos-containing materials (ACMs) and lead-based paint (LBP) may be present in some of the building materials found in the guard shack. Any activity that involves cutting, grinding, or drilling during building demolition, or that involves relocation of underground utilities, could release friable asbestos fibers unless proper precautions are taken. The federal Clean Air Act regulates asbestos as a hazardous air pollutant, which subjects it to regulation by SCAQMD under its Rule 1403. The federal Occupational Safety and Health Administration (OSHA) also regulates asbestos as a potential worker safety hazard. All hazardous building materials, including asbestos, lead-based paint and universal wastes, would be abated in accordance with SCAQMD rules and in accordance with all applicable laws, including guidelines from OSHA. Therefore, implementation of MM HAZ-1 and MM HAZ-2 would be required. MM HAZ-1 and MM HAZ-2 would require an asbestos survey with certified asbestos abatement contractor and formal lead-based paint survey with requalified lead abatement contractor, respectively.

The storage, use, handling, and disposal of any hazardous materials (such as paints and solvents) that might be stored on the site during construction are addressed by federal, State, and local laws, regulations and programs. Compliance with federal, State, and local laws, regulations, and programs would reduce the risk of hazardous material incidents. Implementation of MM HAZ-1 and MM HAZ-2 would reduce impacts related to ACMs and LBP to a less than significant level. Therefore, the project would not create a significant hazard to the public or to the environment through reasonably foreseeable upset and

accident conditions involving the release of hazardous materials into the environment with mitigation incorporated.

Threshold (c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. No schools are within 0.25 mile of the project site. The nearest school is Potrero Elementary School at 2611 Potrero Avenue, approximately 0.4 mile east of the project site. The project does not propose any uses which could potentially generate hazardous materials in significant quantities that would have an impact to schools. As such, no significant impact would occur and no mitigation is required.

Threshold (d) Would the project 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?

Less than Significant Impact. Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the DTSC[28]. The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination, sites with known underground storage tanks (USTs) having a reportable release, solid waste disposal facilities from which there is a known migration, hazardous substance sites selected for remedial action, historic Cortese sites, and sites with known toxic material identified through the abandoned site assessment program. A regulatory agency database search was conducted as part of the Phase I ESA; see Appendix E. As discussed above, there are no active environmental cleanup sites are within 2,000 feet of the project site.

Although the City of South El Monte, inclusive of the project site, is part of the San Gabriel Valley Superfund site, the nature of the project would not impact ongoing remediation of the superfund site and would not include earth-disturbing activities such as drilling or extraction of groundwater supplies. Further, the Phase I ESA concluded there are no areas of concern on the project site. Therefore, the project would not create a significant hazard to the public or to the environment. Therefore, impacts would be less than significant and no mitigation is required.

Threshold (e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The project site is approximately two miles southwest of San Gabriel Valley Airport (also known as the El Monte Airport). The El Monte Airport Master Plan (Master Plan) Report reviews the Airport development's current status, anticipated future use, and proposed future flight path. The Master Plan must be consistent with the Los Angeles County Airport Land Use Commission (ALUC) and Federal Aviation Administration (FAA) regulations. Airport Land Use Compatibility Plans (ALUCP) cover aviation activities of 15 Los Angeles County public use airports, including the San Gabriel Valley Airport. The ALUCP depicts the Airport's boundaries and development restrictions. According to the San Gabriel Valley Airport

[28] California, State of, Department of Toxic Substances Control, DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). Available at: https://dtsc.ca.gov/dtscs-cortese-list/. Accessed: September 14, 2021.

Layout Plan Land Use Drawing, Sheet No. 8, the project site is not within the Airport's influence area or noise contours. [29] Therefore, the project would not result in an airport-related safety hazard or excessive noise for people residing or working at the project site. area. Therefore, no impact would occur and no mitigation is required.

Threshold (f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The project site is in an area where adequate vehicular circulation and access is provided to facilitate emergency response. According to the County of Los Angeles Department of Public Works, Rosemead Boulevard is designated as an evacuation route.[30] Rosemead Boulevard borders the project's eastern boundary. Construction activities are expected to be primarily contained within the project site boundaries and would not require the complete closure of any public or private streets or roadways during construction. The project is proposed as a mixed-use development and would not include activities that would interfere with the adopted emergency response plan or evacuation plan.

The proposed building configuration would be subject to compliance with applicable fire codes, including proper emergency exits for residents and patrons; see **Section 4.15: Public Services**, Threshold (a). As such, project implementation would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant and no mitigation is required.

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

No Impact. The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire threat potential throughout California.[31] CAL FIRE ranks fire threats based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The rankings include no fire threat, moderate, high, and very high fire threats. According to CalFire Fire Hazard Severity Zone Map for Los Angeles County, the project site is not in a State Responsibility Area. The project site is in a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) zone within a local responsible area. Therefore, the proposed project would not expose people or structures to a risk involving wildland fires. No impact would occur and no mitigation is required.

Cumulative Impacts

The incremental effects of the proposed project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific. Therefore, the proposed project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The proposed project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

---

29 County of Los Angeles Department of Regional Planning, Los Angeles County Airport Land Use Commission, San Gabriel Valley Airport Layout Plan, May 2015. Available at: https://planning.lacounty.gov/assets/upl/project/aluc_elmonte-plan.pdf. Accessed March 9, 2021.

30 County of Los Angeles Department of Public Works, Disaster Route Maps, City of South El Monte. Available at: https://pw.lacounty.gov/dsg/DisasterRoutes/map/South%20El%20Monte.pdf. Accessed March 9, 2021.

31 California, State of, Department of Forestry and Fire Protection, *California Fire Hazard Severity Zone Viewer,* Available at: https://egis.fire.ca.gov/FHSZ/. Accessed June 15, 2021.

Mitigation Program

Standard Conditions and Mitigation Measures

MM HAZ-1 In accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, an asbestos survey shall be performed on any structures proposed for demolition that are known or suspected to have been constructed prior to 1980. If asbestos-containing materials (ACMs) are determined to be present, the materials shall be abated by a certified asbestos abatement contractor in accordance with the regulations and notification requirements of the South Coast Air Quality Management District (SCAQMD). Demolition and disposal of ACMs shall be completed in accordance with the procedures specified by SCAQMD's Rule 1403.

MM HAZ-2 A lead-based paint survey shall be performed on any structure proposed for demolition that are known or suspected to have been constructed prior to 1980. If lead-based paint is identified, then federal and State construction worker health and safety regulations shall be followed during renovation or demolition activities. If loose or peeling lead-based paint is identified at the structure, it shall be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations. Requirements set forth in the California Code of Regulations shall be followed during demolition activities, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.

4.10 Hydrology and Water Quality

In July 2020, Cal Land Engineering prepared a Hydrology Report, a Low Impact Development Plan, and Infiltration Report for the proposed project. The technical studies are summarized below and provided in Appendix F of this Initial Study.

Threshold (a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. Project impacts related to water quality could occur over three different periods:

- During the earthwork and construction phase, where the potential for erosion, siltation, and sedimentation would be the greatest;
- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high; and
- After project completion, when impacts related to sedimentation would decrease markedly but those associated with urban runoff would increase.

Urban runoff, both dry and wet weather, discharges into storm drains, and in most cases, flows directly to creeks, rivers, lakes, and the ocean. Polluted runoff can have harmful effects on drinking water, recreational water, and wildlife. Urban runoff pollution includes a wide array of environmental, storm water characteristics depend on site conditions (e.g., land use, impervious cover, and pollution prevention practices), rain events (duration, amount of rainfall, intensity, and time between events), soil type and particle sizes, the amount of vehicular traffic, and atmospheric deposition. Major pollutants typically found in runoff from urban areas include sediments, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogens, and bacteria. Most urban storm water discharges are considered non-point sources.

Runoff from the project site flows in a northeast to the southwest direction towards Troy Avenue. Runoff ultimately drains into a Los Angeles County Storm Drain (MTD 0138) which flows south in Rosemead Boulevard and intersects with a drainage facility (ID name: BI 1115) in East Rush Street. BI 1115 flows east and confluences into the Rio Hondo Channel. The Rio Hondo Channel eventually flows into the Los Angeles River and discharges into the Pacific Ocean.

Construction

Short-term impacts related to water quality can occur during the earthwork and construction phases when the potential for erosion, siltation, and sedimentation would be the greatest. Additionally, impacts could occur prior to the establishment of ground cover when the erosion potential may remain relatively high. Project construction has the potential to produce typical pollutants, such as nutrients, heavy metals, pesticides and herbicides, and chemicals related to construction and cleaning, waste materials, including wash water, paints, wood, paper, concrete, food container, sanitary wastes, fuel, and lubricants. Impacts to storm water quality could occur from construction, and associated earth-moving, and increased pollutant loading.

Construction activity subject to the Construction General Permit for Stormwater Discharge Associated with Construction Activity (Construction General Permit) includes any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results

in a land disturbance of equal to or greater than one acre. The proposed project would disturb more than one acre of land surface and would therefore be required to obtain coverage under the NPDES storm water program. Construction activities would be required to comply with a Stormwater Pollution Prevention Plan (SWPPP) consistent with the General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). To obtain coverage under the Construction General Permit, the Applicant is required to file with the State Water Board, Permit Registration Documents that include a Notice of Intent (NOI) and other compliance-related documents. The Construction General Permit requires development and implementation of a SWPPP and monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized.

Additionally, the project would be required to comply with Municipal Code Chapter 8.44, known as the South El Monte Stormwater Management and Discharge Control Ordinance. The Ordinance sets forth requirements for construction and operation of developments within the City to ensure compliance with the City's current NPDES permit and to reduce pollutant loading in stormwater discharges by the maximum extent practicable. Compliance with any conditions and requirements established by the City in order to meet federal and State water quality requirements related to storm water runoff would be verified during the plan check process. The Ordinance contains guidelines on structural and non-structural BMPs for meeting the NPDES goals. These requirements would ensure that potential project impacts related to soil erosion, siltation, and sedimentation remain less than significant and avoid violation to any water quality standards or waste discharge requirements.

Operations

Under existing conditions, the project site is somewhat impervious and does not promote substantial stormwater infiltration. In the post-development condition, the project site would be approximately 94 percent impervious, with the remaining 6 percent consisting of pervious landscaping areas.

The proposed drainage pattern would be similar to the existing condition, except the proposed site would drain to an infiltration system located in the southern portion of the site before overflowing to Troy Avenue. Implementation of BMPs would manage and capture stormwater runoff to reduce potential impacts on the County Flood Control District's stormwater drainage system. In order to comply with the new development and redevelopment standards of the Los Angeles County Municipal NPDES Permit (MS4 permit), a Low Impact Development (LID) Plan has been prepared to determine the best capability of the project to use BMPs to manage and capture stormwater runoff. The project's LID Plan assumes flows would enter a continuous deflection separation inlet for pretreatment prior to discharge into an on-site drainage pipe. Additionally, a perforated pipe would be constructed as a treatment BMP to reduce off-site flows. Excess flows would be directed to a sump pump located at the southwestern corner of the site and discharged into the County Flood Control District's parkway drain along Troy Avenue.

Further, the proposed project would incorporate source control measures designed to prevent pollutants from contacting stormwater runoff or prevent discharge of contaminated stormwater runoff to the storm drain system. Since the project would affect more than 1 acre and create greater than 10,000 sf of impervious area, it would be required to implement Source Control Measures 1, 8, and 9 as defined by Los Angeles County Public Works LID standards manual. Under Source Control Measure 1, the project would incorporate storm drain messaging and signage to inform site residents and visitors that dumping

of wastes into storm drains is prohibited and that the drain ultimately discharges into receiving waters. Under Source Control Measure 8, the project would incorporate efficient landscape irrigation methods to reduce site runoff and the potential for pollutants to enter the storm drain system. Under Source Control Measure 9, the project would use alternate building materials to eliminate compounds such as heavy metals and chemicals from pressure-treated wood from entering the drainage system.

All new development is required to comply with existing water quality standards and waste discharge regulations set forth by the State Water Quality Control Board. The proposed project would comply with these regulations. All new development is required to comply with existing water quality standards and waste discharge regulations set forth by the State Water Quality Control Board. The proposed project would comply with these regulations. Waste discharges are to be connected to the public wastewater system. Therefore, the project would not violate any water quality standards or waste discharge requirements. Impacts would be less than significant and no mitigation is required.

Threshold (b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The San Gabriel Valley Water Company (SGVWC) provides water service in the City. SGVWC uses local groundwater from 31 wells located in the Main San Gabriel Groundwater Basin (Main Basin) and from 4 wells located in the Central Groundwater Basin (Central Basin). The Main Basin is a large groundwater basin replenished by stream runoff from the adjacent mountains and hills, by rainfall directly on the surface of the valley floor, subsurface inflow from Raymond Basin and Puente Basin, and by return flow from water applied for overlying uses. Additionally, the Main Basin is replenished with imported water. The total freshwater storage capacity of the Main Basin is estimated to be approximately 8.7 million acre-feet (AF). Of that, approximately 1,000,000 AF have been used historically in Main Basin operations.

Historical data indicates the Main Basin and Central Basin have been well managed for the full period of the adjudications, resulting in a stable and reliable water supply. There are no contemplated basin management changes, other than increasing direct use of recycled water and the planned use of recycled water for groundwater replenishment in the Main Basin to reduce the need to import water from other regions. Therefore, the groundwater supplies in the Main Basin and Central Basin are deemed reliable.

The project site overlies the Main Basin. In July 2020, a field investigation was conducted at three on-site locations, which included excavation and boring to a maximum depth of 51.5 feet. No groundwater was encountered in the borings. As previously addressed, on-site improvements would allow for infiltration and source control design measures. Water would flow toward the BMPs and infiltrate into the native soil below the finished grade. Heavy flows would discharge to the historic low point on the site before following the existing drainage pattern and discharging to the southwest into an existing parkway drain along Troy Avenue. Although the project would increase the amount of on-site impervious surfaces, the proposed drainage system would maximize ground infiltration and limit pollutants from entering the water system. Therefore, the project would not significantly impact local groundwater recharge. Impacts would be less than significant and no mitigation is required.

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

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

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially alter the drainage pattern of the site or area, including through the alteration of the course of a stream or river, such that erosion or siltation would result. The proposed project does not contain nor is adjacent to a stream or river. Further, the proposed project would not result in a significant change to the site's drainage pattern. As previously addressed, the proposed project would follow the site's existing drainage pattern. Project construction would temporarily expose on-site soils to surface water runoff. The SWPPP and monitoring plan must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion; sediment controls are designed to trap sediment once it has been mobilized.

Implementation of BMPs would manage and capture stormwater runoff to reduce potential impacts on the County Flood Control District's stormwater drainage system. In order to comply with the new development and redevelopment standards of the Los Angeles County Municipal NPDES Permit (MS4 permit), a Low Impact Development (LID) Plan has been prepared to determine the best capability of the project to use BMPs to manage and capture stormwater runoff. The project's LID Plan assumes flows would enter a continuous deflection separation inlet for pretreatment prior to discharge into an on-site drainage pipe. Additionally, a perforated pipe would be constructed as a treatment BMP to reduce off-site flows. Excess flows would be directed to a sump pump located at the southwestern corner of the site and discharged into the County Flood Control District's parkway drain along Troy Avenue.

The proposed project would incorporate source control measures designed to prevent pollutants from contacting stormwater runoff or prevent discharge of contaminated stormwater runoff to the storm drain system following project construction. Water would drain to a continuous deflection separation inlet and perforated pipe, then infiltrate into the native soil below the finished grade. Heavy flows would discharge to the historic low point on-site before entering a sump pump and following the existing drainage pattern for discharge into the existing parkway drain at Troy Avenue. Significant alterations to existing drainage patterns within the project site and surrounding area would not occur. No flooding would occur on the site. Impacts would be less than significant and no mitigation is required.

Threshold (c.iii.) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The City is primarily built out and contains an existing storm water drainage system. Runoff from the project site would be discharged into existing storm drain facilities. Therefore,

the project would not require construction of new storm drain facilities. During construction, the construction plans would be reviewed along with supporting hydrology reports and calculations and the project would be required to comply with NPDES requirements, as well as Municipal Code Chapter 8.44 to ensure that any potential impacts associated with runoff and water quality during grading and construction of the project would be reduced to a level of less than significant. Therefore, impacts would be less than significant and no mitigation is required.

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

No Impact. The project site is not located in a 100-year hazard flood zone area. Based on the Flood Insurance Rate Map (FIRM) 06037C16755F, the project site is within Zone X, which is classified as an area of minimal flood hazard located outside the special flood hazard area and higher than the elevation of the 0.2 percent change flood.[32] Further, the project would use infiltration BMPs to reduce off-site runoff. The project site is not subject to flooding and would not impede or redirect flood flows. No impacts would occur and no mitigation is required.

Threshold (d) In flood hazard, tsunami, or seiche zones, would the project risk the release of pollutants due to project inundation?

No Impact. According to the California Geologic Survey Tsunami Inundation Map for Emergency Planning, the project site is not within a coastal area and therefore not subject to impacts associated with inundation by tsunami. The project is a mixed use development project and would involve the use of materials associated with routine maintenance of the property, such as janitorial supplies for cleaning purposes and/or herbicides and pesticides for landscaping. The project is not within a flood hazard, tsunami, or seiche zone and would not risk the release of pollutants. No impacts would occur and no mitigation is required.

Threshold (e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As discussed under threshold a), the project would comply with water quality standards and provisions. In 2014, the State adopted the California Sustainable Groundwater Management Act (SGMA), which provides authority for agencies to develop and implement groundwater sustainability plans or alternative plans that demonstrate the sustainable management of water basins.[33]

The San Gabriel Valley Water Company (SGVWC) manages groundwater to protect the long-term sustainability of the Main Basin and Central Basin and to protect against land subsidence. Based on historical and ongoing management practices, SGVWC is able to rely on the Main Basin for adequate supply over the next 20 years under single year and multiple year drought cycles. The Main Basin's spreading program and the guaranteed minimum inflow from the Main Basin has resulted in the recovery of water levels in wells throughout the Central Basin. In each drought cycle, the Central Basin has been managed to maintain water levels. Therefore, based on historical and ongoing management practices,

[32] FEMA. Flood Insurance Rate Map 06037C1665F. https://msc.fema.gov/portal#. Accessed March 4, 2021.
[33] State Water Resources Control Board. Sustainable Groundwater Management Act (SGMA). https://www.waterboards.ca.gov/water_issues/programs/gmp/sgma.html. Accessed March 4, 2021.

SGVWC is able to rely on the Central Basin for adequate supply over the next 20 years under single year and multiple year droughts.

In 2015, SGVWC pumped 31,211 AF of groundwater. Projected groundwater supplies are expected to reach 45,452 AF by 2040. In 2015, actual water consumption was 120 gallons per capita per day (gpcd). Future water use projections are based on SGVWC's calculated SB X7-7 water use target of 142 gpcd. The project is expected to have 332 new residents, which would generate approximately 47,144 gallons per day (gpd), or 52.8 AF per year. The project's water demand, if solely relied from groundwater resources, would represent 0.17 percent of the total groundwater supply in 2015. Further, the City would continue to comply with SB X7-7 Requirements. Compliance SB X7-7 reduction targets would reduce any project-related impacts on sustainable groundwater management plans. Impacts are less than significant and no mitigation is required.

Cumulative Impacts

Buildout of the proposed project, in combination with present and reasonably foreseeable future development that would occur within the watershed, would involve construction activities, new development from which runoff would discharge into waterways, potential increased in storm water runoff from new impervious surfaces, and a potential reduction in groundwater recharge areas. Construction of new development within the watershed could result in the erosion of soil, thereby cumulatively impacting water quality within the watershed. In addition, the increase in impermeable surfaces and more intensive land uses within the watershed resulting from future development may also adversely affect water quality by increasing the amount of storm water runoff and common urban contaminants entering the storm drain system. However, new development would be required to comply with existing regulations regarding construction and operational practices that minimize risks of erosion and runoff. Compliance with requirements would minimize degradation of water quality at individual construction sites. As such, no significant cumulative impacts are anticipated.

Mitigation Program

Standard Conditions and Mitigation Measures

No standard conditions or mitigation measures are applicable to the project.

4.11 Land Use and Planning

Threshold (a) Would the project physically divide an established community?

No Impact. Examples of projects that could physically divide an established community include a new freeway or highway that traverse an established neighborhood. The project site is within an urbanized and established area of the City of South El Monte. The project site is at the southwest corner of the Rosemead Boulevard at Mabel Avenue intersection and is bordered by light industrial and commercial uses to the north and west, two single-family residences to the west, and mobile home park to the south. The proposed project would allow for the development of a mixed-use building with retail and residential uses. The project does not propose any new streets or other physical barriers that could physically divide an established community. Given the location and nature of the proposed project, the project would not physically divide established communities. No impact would occur and no mitigation is required.

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

Less Than Significant Impact. The proposed project requires a General Plan Amendment to change the land use designation from Commercial-Manufacturing to Mixed-Use and a zone change from Commercial-Manufacturing (C-M) to Commercial Residential (C-R). Once entitled, the proposed project would be consistent with the goals and policies of the *City of South El Monte General Plan*. **Table 4.11-1: General Plan Consistency Analysis** demonstrates the proposed project's consistency with General Plan policies.

Table 4.11-1: General Plan Consistency Analysis

Land Use Element	
Goal 1: Maintain a balanced mix and distribution of land uses throughout South El Monte	**Consistent.** The proposed project would introduce a mixed-use development on a large vehicle storage and junkyard, near existing single-family residential and mobile home park uses to the south and west and commercial uses to the north and east.
Policy 1.1 Provide opportunities for housing developments at a range of densities and housing types that accommodate the carried interests and needs of present and future residents.	**Consistent.** The project would include a mix of one to three-bedroom leasable apartment units ranging in size from 770 sf to 1,469 sf. The proposed project would have 73 apartment units on a 1.73-acre site at a density of 42.4 du/ac. This mix of uses and increase in density on the site would be consistent with implementation of Policy 1.1 and Policy 1.2.
Policy 1.2 Allow for the transition of mixed-density neighborhoods to higher density development with underlying General Plan land use and zoning designations.	
Policy 1.4 Create opportunities for two types of commercial development: (1) commercial uses that meet the retail and service needs of the local resident and employee populations, and (2) regional-serving retail commercial businesses that capture revenues from a broader population base.	**Consistent.** The project proposes 13,630 sf of commercial retail and 3,170 sf of food retail uses on the ground level of the building fronting on to Rosemead Boulevard. Commercial retail space would be available for lease for offices and retails/services, while food retail would be available for restaurant and coffee shop uses. The mix of proposed uses would serve local retail and service needs and would be consistent with implementation of Policy 1.4.

Table 4.11-1: General Plan Consistency Analysis	
Land Use Element	
Goal 2: Focus new revenue-generating development in those areas of the City with high visibility.	**Consistent.** The project would be located at the intersection of Rosemead Boulevard at Mabel Avenue with retail frontage on Rosemead Boulevard, which is a key roadway through the City.
Policy 2.2 Expand development opportunities along Rosemead Boulevard by allowing for a broader range of commercial, as well as office uses. Rezone the east side of Rosemead Boulevard Commercial-Manufacturing.	**Consistent.** The proposed project would introduce a mix of commercial retail and food retail uses as well as residential units to the project site, located on Rosemead Boulevard. The mix of commercial uses would introduce additional development to the area and would be consistent with implementation of Policy 2.2.
Goal 3.0: Accommodate new development that is compatible with and complements existing land uses.	**Consistent.** The project area includes a mix of residential, commercial, and light-industrial uses. The proposed project would include residential and commercial uses, consistent with established uses in the area.
Policy 3.1 Require that multi-family development provide adequate buffers (such as decorative walls and landscaped setbacks) at the designated boundaries with adjacent single-family residential uses to prevent impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility. **Policy 3.2** Require that commercial development provide adequate buffers (such as decorative walls and landscaped setbacks) at the designated boundaries with adjacent single-family residential uses to prevent impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.	**Consistent.** The project would include six-foot-high concrete block walls along the southern and western site boundaries and this area would be landscaped. The proposed walls would separate the development from existing off-site residential uses and preclude significant off-site impacts related to noise and lighting. Project lighting would include outdoor lighting for security, wayfinding. Additionally, exterior lighting fixtures along the building frontage would provide illumination for retail storefronts and signage. All lighting would be directed on to the site and oriented away from off-site residential uses to reduce the potential for impacts from light and glare. Accordingly, the project would be consistent with implementation of Policy 3.1 and Policy 3.2.
Circulation Element	
Goal 4.0: Accommodate alternative modes of transit in land use and circulation system planning.	The proposed project is approximately 0.2 mile east of the Rio Hondo bikeway. Future proposed bikeways in the project vicinity include a Class II bikeway along Rosemead Boulevard and a Class III bikeway along Loma Avenue and Mabel Avenue. The proposed project would not result in impacts to existing or planned bikeways and would support the use of alternative modes of transit. The project would include bike storage on the ground floor of the parking garage. Accordingly, the project would be consistent with implementation of Goal 4.0.
Public Safety Element	
Goal 3.0: Minimize the adverse effects of excessive or unusual noise on the City's residential and business populations.	As discussed in Section 4.13, the proposed project would result in a less than significant impact concerning construction and operational noise and would comply with Municipal Code Section 8.20.020, Exterior Noise Limits. Section 8.20.020 codifies Table General Plan Table PS-1, Noise/Land Use

Table 4.11-1: General Plan Consistency Analysis	
Land Use Element	
Policy 3.1 Use the noise/land use compatibility standards presented in Table PS-1 as a guide for future planning and development decisions.	Compatibility Chart. Accordingly, the project would be consistent with implementation of Goal 3.0 and Policy 3.1.

As discussed in Table 4.11-1, the proposed project would be consistent with or otherwise would not conflict with the identified Land Use Element, Circulation Element, or Public Safety Element goals and policies of the General Plan. Further, the City is currently updating its Housing Element as part of the 6th Cycle Update, which covers the 2021-2029 planning period. SCAG has issued the regional housing needs assessment (RHNA) for the City of South El Monte for the 6th cycle update. The 6th Cycle Update RHNA allocation for the City identifies a need for 577 housing units during the 2021-2029 planning period. The project would provide for 73 dwelling units; accordingly, the project would be consistent with the General Plan Housing Element by assisting the City in meeting its housing needs. Therefore, the proposed project would not conflict with any land use plan, policy, or regulation adopted to mitigate an environmental effect. Impacts would be less than significant and no mitigation is required.

Cumulative Impacts

While project implementation would require a General Plan Amendment and zone change, proposed uses would be consistent with applicable goals and policies identified in the General Plan. Further, this Initial Study finds that all potential environmental impacts of the project would either be less than significant or can be mitigated to a less than significant level. City growth would be subject to review for consistency with adopted land use plans and policies by the City, in accordance with the requirements of CEQA, the State Zoning and Planning Law, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. Therefore, no significant cumulative impacts associated with plans and policies would occur.

Mitigation Program

Standard Conditions and Mitigation Measures

No standard conditions or mitigation measures are required.

4.12 Mineral Resources

Threshold (a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? and

Threshold (b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The project site has not historically and is not currently a site for mineral recovery. There are no land within the City of South El Monte designated by the California Department of Conservation as known significant mineral resource areas, defined by the State as Mineral Resources Zone 2 (MRZ-2) areas. The City's General Plan does not designate any mineral resource zones within the City. Further, the proposed project does not involve any use that would result in any impacts to mineral resources. Therefore, there would be no loss of a known mineral resource and no impact would occur.

Cumulative Impacts

The analysis of potential impacts indicated that no impacts would result from the proposed project. As a result, no cumulative impacts related to mineral resources would occur.

Mitigation Program

Standard Conditions and Mitigation Measures

No standard conditions or mitigation measures are required.

4.13 Noise

A noise analysis was prepared by Kimley-Horn and Associates, Inc. (Kimley-Horn, 2021) for the proposed project. The noise analysis results are summarized in this Initial Study.

Background

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

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

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise as well as the time of day when the noise occurs. For example, the equivalent continuous sound level (L_{eq}) is the average acoustic energy content of noise for a stated period of time; therefore, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. The Day-Night Sound level (L_{dn}) is a 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the nighttime. The Community Noise Equivalent Level (CNEL) is a 24-hour average L_{eq} with a 10 dBA weighting added to noise during the hours of 10:00 PM to 7:00 AM and an additional 5 dBA weighting during the hours of 7:00 PM to 10:00 PM to account for noise sensitivity in the evening and nighttime.

Existing Setting

The project site would involve site clearing of the existing storage uses and construction of a four-story mixed-use development with 73 apartment units with ground floor retail uses, and ground level parking with an above ground parking deck. The area surrounding the project site is urbanized. The site is bordered by Mabel Avenue to the north, Rosemead Boulevard to the east, a mobile home park to the south, and two single-family residences and light industrial uses to the west. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in the area. Most of the existing mobile noise in the project area is generated from vehicles along surrounding roadways, primarily Rosemead Boulevard as well as by Mabel Avenue. The primary sources of stationary noise are urban activities (i.e., mechanical equipment, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, short-term or long-term/continuous noise.

Noise-Sensitive Receptors. Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise

levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

Noise-sensitive uses south of the project site include the mobile home park at 2663 Rosemead Boulevard, a single-family residence at 2653 Rosemead Boulevard (south of the mobile home park), and a single-family residence at 2660 Troy Avenue. Additionally, noise-sensitive uses include a single-family residence and associated structures at 9336 Mabel Avenue, west of the project site.

Regulatory Setting

California Code of Regulations, Title 24. The State's noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

City of South El Monte Code of Ordinances. The Noise Ordinance codified under Municipal Code 8.20 – Noise Regulations, contains noise standards that are correlated with land use zoning classifications, meant to maintain identified ambient noise levels and to limit, mitigate, or eliminate intrusive noise that exceeds the ambient noise levels within a specified zone.

The City has also set restrictions to control noise impacts from construction activities. Municipal Code Section 8.20.030 (D) states:

> No person shall operate or cause or authorize the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between the hours of ten PM and seven AM, or at any time on weekends or holidays, such that the sound therefrom creates a noise disturbance across the real property line of an adjacent or nearby property developed entirely or partially for residential use.

Although the Municipal Code limits the hours of construction, it does not provide specific noise level performance standards for construction. Municipal Code Section 8.20.020 identifies the maximum permissible sound levels for different land uses. The noise/land use compatibility guidelines for land uses in the City are presented in **Table 4.13-1: Exterior Noise Limits.**

Table 4.13-1: Exterior Noise Limits		
By Zone		
Receiving Land Zoning Category	**Time Period**	**Noise Level Standard (dBA)**
One- or Two-Family Residential Zone	10 PM – 7 AM	45
	7 AM – 10 PM	55
Multiple Dwelling Residential Zone, Public Zone	10 PM – 7 AM	50
	7 AM – 10 PM	60
Commercial Zone or Commercial-Manufacturing Zone	10 PM – 7 AM	55
	7 AM – 10 PM	60
Manufacturing Zone	Any time	70
By Use		
Receiving Land Zoning Category	**Time Period**	**Noise Level Standard (dBA)**
Property Partially or Entirely developed for One- or Two-Family Residential Uses	10 PM – 7 AM	45
Property Partially or Entirely developed for Multi-Family Residential Uses	10 PM – 7 AM	50
Source: South El Monte Municipal Code Section 8.20.020.		

Threshold (a) Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinances, or applicable standards of other agencies?

Less Than Significant Impact.

Construction. Construction noise represents a short-term impact on ambient noise levels. Noise generated by equipment for demolition and construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. Construction activities on the project site would expose existing noise-sensitive uses would be exposed to increased noise levels. In typical construction projects, such as the proposed project, the loudest noise generally occurs during grading activity because it involves the largest equipment. Maximum noise levels generated by construction equipment are identified in **Table 4.13-2: Maximum Noise Levels Generated by Construction Equipment**. It should be noted that the noise levels identified in the table are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 4.13-2: Maximum Noise Levels Generated by Construction Equipment

Equipment	Typical Noise Level (dBA) at 50 Feet from Source		
	Acoustical Use Factor	L_{max} at 50 Feet (dBA)	L_{max} at 100 Feet (dBA)
Concrete Saw	20	90	84
Crane	16	81	75
Concrete Mixer Truck	40	79	73
Backhoe	40	78	72
Dozer	40	82	76
Excavator	40	81	75
Forklift	40	78	72
Paver	50	77	71
Roller	20	80	74
Tractor	40	84	78
Water Truck	40	80	74
Grader	40	85	79
General Industrial Equipment	50	85	79

dBA: A-weighted decibels; L_{max}: maximum noise level
Note: Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.
Source: Federal Highway Administration, *Roadway Construction Noise Model User's Guide*, January 2006.

Noise-sensitive receptors may be exposed to elevated noise levels during project construction. However, construction noise would be acoustically dispersed throughout the project site and not concentrated in one area near surrounding sensitive uses. The City's Noise Ordinance does not establish quantitative construction noise standards. Instead, the Noise Ordinance has established allowable hours of construction. Construction activities cannot occur between 10:00 PM and 7:00 AM on weekdays, or at any time on weekends or holidays, such that the sound therefrom creates a noise disturbance across the real property line of an adjacent or nearby property developed entirely or partially for residential use. The project would be required to comply with SC N-1, which requires the construction contractor to comply with noise regulations prescribing the hours allowed for construction activity identified in Municipal Code Section 8.20.030(D). SC N-2 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers and other State required noise attenuation devices. Implementation of SC N-1 and SC N-2 would preclude significant construction-related noise impacts.

Operation. After project completion, typical noise associated with residential land uses include children playing, pet noise, amplified music, and delivery drop offs. Noise from residential stationary sources would be consistent with the surrounding uses and would primarily occur during the "daytime" activity hours of 7:00 AM to 10:00 PM The residences would be required to comply with the noise standards set forth in the Municipal Code Section 8.20.020, Exterior Noise Limits. Further, the outdoor amenities and open-air courtyard would be surrounded by the proposed building, which would attenuate noise from the on-site recreational areas to nearby off-site sensitive receptors. In addition, a perimeter wall proposed along the project site's southern and western boundary would also attenuate operational noise, further reducing noise levels in the surrounding area. The commercial retail uses on the ground floor would be located

along the Rosemead Boulevard frontage. According to the Caltrans Traffic Census, Rosemead Boulevard currently has 77,000 average daily vehicles.[34] Existing mobile source noise along Rosemead Boulevard and Mabel Avenue would mask operational noise impacts on adjacent land uses.

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Impacts associated with parking would be considered minimal since the majority of parking spaces would be enclosed by walls within the ground level garage and above-ground parking deck. Parking lot noise would also be partially masked by background noise from traffic along Rosemead Boulevard and Mabel Avenue. Noise associated with parking lot activities is not anticipated to exceed the City's noise standards. Impacts would be less than significant.

Trash collection would be conducted by a scout service, which would bring trash bins to Mabel Avenue, and ultimately collected by Athens Services. Trash collection would occur on a weekly basis. Existing mobile noise from Rosemead Boulevard and Mabel Avenue would mask noise associated with trash collection. Furthermore, trash collection does not span long durations and are short noise events. Impacts are considered less than significant.

Implementation of the project would generate increased traffic volumes along nearby roadway segments. In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable.[35] Generally, traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA.[36] Therefore, permanent increases in ambient noise levels of less than 3 dBA would be less than significant. As discussed above, Rosemead Boulevard currently has 77,000 average daily vehicles. The proposed project would generate approximately 1,034 daily vehicle trips, which would not double the existing traffic volumes and would not result in a perceivable noise increase. Overall, operational noise impacts would be less than significant due to project design features, existing environmental factors, and with compliance with the Municipal Code Section 8.20.020.

Threshold (b) Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located near the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Ground-borne vibrations from construction activities rarely reach levels that damage structures.

[34] California Department of Transportation, *Traffic Census Program*, https://dot.ca.gov/programs/traffic-operations/census. Accessed March 23, 2021.

[35] Federal Highway Administration, *Highway Traffic Noise Analysis and Abatement Policy and Guidance, Noise Fundamentals*, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm. Accessed March 11, 2021.

[36] California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Typical vibration levels produced by construction equipment is identified in **Table 4.13-3: Typical Vibration Levels for Construction Equipment.**

Table 4.13-3: Typical Vibration Levels for Construction Equipment

Equipment	Approximate Peak Particle Velocity at 25 Feet (inches/second)	Approximate Peak Particle Velocity at 50 Feet (inches/second)
Large bulldozer	0.089	0.0315
Loaded trucks	0.076	0.0269
Small bulldozer	0.003	0.0011
Jackhammer	0.035	0.0124

Ground-borne vibration decreases rapidly with distance. The project would not require pile driving. As indicated in the table, based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.089 inch-per-second peak particle velocity (PPV) (which is noticeably below the FTA's 0.20 PPV threshold) at 25 feet from the source of activity. The nearest structure and sensitive receptors are adjacent to the west and south of the potential active construction zone and it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration effects would be less than significant and no mitigation is required.

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

No Impact. The closest airport to the project site is El Monte Airport, located approximately 2.4 miles northeast of the project site. Implementation of the proposed project would not result in exposure of people residing or working in the project area to excessive or high noise impact levels. Therefore, no impacts would occur and no mitigation is required.

Cumulative Impacts

As discussed above, all construction and operational noise impacts can be mitigated to a less than significant level. Construction noise impacts are by nature localized. The distance of separation among the project site and other cumulative project sites would be such that the temporary noise and vibration effects of the proposed project would not compound or increase similar noise or vibration effects from other cumulative projects. As discussed above, operational noise caused by the proposed project would be less than significant. Due to site distance and these intervening land uses, cumulative stationary noise impacts would not occur. No known past, present, or reasonably foreseeable projects would compound or increase the operational noise levels generated by the project. Therefore, cumulative impacts relative

to temporary and permanent noise generation associated with the proposed project would be less than significant.

Mitigation Program

Standard Conditions and Requirements

SC N-1 All construction activities should be limited to the hours between the hours of 7:00 AM and 10:00 PM on weekdays, or any time on weekends or holidays.

SC N-2 The Applicant shall ensure through contract specifications that construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels. Contract specifications shall be included in construction documents, which shall be reviewed by the City prior to issuance of a grading or building permit (whichever is issued first). The construction BMPs shall include the following:

- Ensure that construction equipment is properly muffled according to industry standards and be in good working condition.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Turn off construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment when not in use for more than 5 minutes.
- Clearly post construction hours, allowable workdays, and the phone number of the job superintendent at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

4.14 Population and Housing

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

Less Than Significant Impact. The California Department of Finance (CDOF) reports the City's estimated population was 21,296 with an estimated 4.37 person per household as of January 1, 2021.[37] The proposed project would allow for the construction of 73 apartment units within a mixed-use building. Assuming 4.37 persons per household, the project would have 319 residents, which represents less than 1.5 percent of the existing population of the City. The City's Regional Housing Needs Assessment (RHNA) allocation for the 6th Cycle 2021-2029 planning period identifies the City's future housing need is 577 units. **Table 4.14-1: RHNA Requirements by Income Level** lists a breakdown of the City's RHNA targets by income level. The project includes six affordable housing units, specifically four low-income and two very low-income housing units. According to the City's 6th Cycle Housing Element, which is set to be adopted in October 2021, very low-income households earn between $23,963 and $38,650 and low-income households earn between $38,650 and $61,840.[38] The project would contribute to the future housing need for the 2021-2029 planning period.

Table 4.14-1: RHNA Requirement by Income Level

Income Level	Required Units
Very-Low Income	131
Low Income	64
Moderate Income	70
Above Moderate Income	312

Source: City of South El Monte 6th Cycle Housing Element Update (2021-2029)

SCAG has developed growth forecasts for individual cities and counties, which is included in its Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. The City of South El Monte's population is expected to increase to 22,600 residents and 5,300 households by 2045.[39] An increase of 73 dwelling units with a potential population increase of 319 residents would be consistent with the SCAG growth forecasts for the City. Additionally, the project does not include the extension of roads or other infrastructure to unserved areas, which could induce indirect growth. Therefore, no significant impact would occur and no mitigation is required.

[37] State of California Department of Finance. January 2021. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark.* Available at http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/. Accessed September 13, 2021.

[38] Calculations based on an Area Median Income (AMI) of $77,300. Low-income: 51-80% of the AMI, Very Low-Income: 31-50% of the AMI.

[39] SCAG. *Adopted Final Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*. https://scag.ca.gov/read-plan-adopted-final-plan. Accessed December 23, 2020.

Threshold (b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site does not include any existing housing and no housing would be removed to accommodate the proposed project. Therefore, no impact would occur and no mitigation is required.

Cumulative Impacts

The proposed project is consistent with the City's growth projections. Additional development in the City would be subject to review for consistency with the adopted General Plan, in accordance with the requirements of CEQA. Therefore, no significant cumulative impacts associated with population and housing would occur.

Mitigation Program

Standard Conditions and Mitigation Measures

No standard conditions or mitigation measures are required.

4.15 Public Services

Threshold (a.i) Would the project 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 fire protection?

Less Than Significant Impact. The City contracts with Los Angeles County Fire Department for fire services. The nearest fire station is Station 90, located at 10115 Rush Street, approximately one mile southeast of the project site. The population growth that the analysis forecasts for the project would incrementally increase the demand for fire protection and emergency medical services in the area. However, the forecast population growth and increased demand for services would not exceed population projections and anticipated public service needs. Additionally, the incremental increase would not require the construction of new or alteration of existing fire protection facilities to maintain an adequate level of service to the project area. The proposed project would be subject to Municipal Code Chapter 15.14, which adopts the County of Los Angeles Fire Code. Therefore, no physical impacts associated with fire protection services and facilities would occur. Additionally, the project would be subject to the County Fire Department review process and be subject to pay any applicable fees. Compliance with Fire Code and building standards would minimize the project's operational impacts to fire protection services to the greatest extent practicable. Therefore, impacts are less than significant and no mitigation is required.

Threshold (a.ii) Would the project 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 police protection?

Less Than Significant Impact. The City contracts with the Los Angeles County Sheriff's Department for law enforcement services. South El Monte is served by designated deputies of the Sheriff's Temple Station, located at 8838 Las Tunas Drive in City of Temple City. The project site is approximately 2.9 miles south of the Temple Station. The Sheriff's Department provides emergency response to all life-threatening incidents and prevents crime by community policing.

The population growth that the analysis forecasted for the project would incrementally increase the demand for police protection services to the project area. However, the forecast population growth and increased demand for services would not exceed population projections and anticipated public service needs. The proposed project's development standards would adhere to all California Building Code regulations. The City has incorporated the County of Los Angeles Building Code standards under Municipal Code Section 15.02.010. Emergency access requirements would minimize site safety hazards and potential construction-related impacts to police services. Compliance with California Building Code requirements related to site security and building, and site safety design recommendations would ensure adequate police protection services can be provided to the project site. As a result, the proposed project would not adversely impact service ratios or response times or require new or altered facilities. Therefore, the project's impact on police protection services would be less than significant and no mitigation is required.

Threshold (a.iii) Would the project 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 schools?

Less Than Significant Impact. The project site is served by the Valle Lindo School District and the El Monte Union High School District. The Valle Lindo School District has one elementary school and one middle school that would serve the proposed project. New Temple Elementary School currently has an enrollment of 502 students and Dean L. Shively Middle School has an enrollment of 501 students.[40] According to Superintendent Lynn Bulgin, both schools have capacity for more students.[41]

The El Monte Union High School District has nine facilities, including five high schools, one continuation high school, one community day school, and one adult school, and one adult transition center. South El Monte High School would serve high school students from the proposed project. South El Monte High School currently has 1,261 students enrolled.[42] According to Superintendent Edward Zuniga, South El Monte High School has capacity for 2,295 students. Therefore, the high school has capacity to serve the proposed project.[43] Further, project construction would not disrupt school services in the project vicinity and would not generate additional students that would significantly impact school services or facilities.

School funding comes predominantly from federal, State, and local contributions, such as business and personal income taxes, sales tax, property tax, etc. Although the project would result in an incremental increased demand for school services, the project would be required to comply with SB 50 requirements, which allow school districts to collect impact fees from developers of new projects. The El Monte Union High School District collects developer fees on behalf of both school districts. The current development fee for residential uses is $3.36/sf and for retail uses is $0.347/sf.[44]

As stated in Government Code Section 65995(h), "The payment or satisfaction of a fee, charge, or other requirement levied or imposed …are hereby deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization …on the provision of adequate school facilities." Payment of these fees would offset impacts from increased demand for school services associated with development of the proposed project by providing an adequate financial base to construct and equip new and existing schools. Overall, both school districts would be able to provide adequate school facilities for the projected student residents of the project, and payment of impact fees would ensure that impacts are offset and remain less than significant.

40 California Department of Education, *Data Quest,* available at: https://dq.cde.ca.gov/Dataquest/dqcensus/EnrGrdLevels.aspx?cds=19645191995661&agglevel=school&year=2020-21, Accessed June 16, 2021.

41 Personal Communication with Lynn Bulgin, VLSD – Superintendent. June 16, 2021.

42 Ibid.

43 Personal Email connection with Edward Zuniga, EMHSUD Superintendent. June 22, 2021.

44 Phone conservation with Esmeralda Vargas, EMUHSD Business Services - Administrative Secretary. June 2, 2021.

Threshold (a.iv) Would the project 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 parks?

Less Than Significant Impact. Please refer to **Section 4.16, Recreation**.

Threshold (a.v) Would the project 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 other public facilities?

Less Than Significant Impact. The Los Angeles County Library provides library services to over 3.4 million residents living in unincorporated areas and to residents of 49 of the 88 incorporated cities of Los Angeles County, inclusive of the City of South El Monte. **Table 4.15-1: Nearby County Library Facilities** identifies the two libraries near the project site. The Rosemead Library has 29,860 sf of space[45] and the South El Monte Library has 6,416 sf of space for the community and patrons.[46]

Table 4.15-1: Nearby County Library Facilities

Library	Address	Driving Distance to Project Site
Rosemead Library	8800 Valley Boulevard, Rosemead	1.0 mile
South El Monte Library	1430 North Central Avenue, South El Monte	1.6 miles

The proposed project is expected to have 319 new residents, thereby incrementally increasing the demand for library services. The proposed project would increase the City's population by 1.5 percent, which is within the anticipated growth projections from SCAG. Therefore, given the nominal increase in population growth, the demand of library services is not anticipated to increase substantially, necessitating the need for additional library facilities. The proposed mixed-use development would have a nominal impact on library services.

The threshold for determining impacts pursuant to CEQA is based upon whether a project would 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, to maintain acceptable service ratios or other performance objectives. The impacts to the overall per capita availability of books, media, computers, and library public service space would not create significant physical or environmental impacts. Therefore, project-related impacts to library facilities would be less than significant and no mitigation is required.

Cumulative Impacts

The provision of public services and facilities takes into consideration a larger service area than is associated with a project site. Therefore, the study area is the service area for the respective agencies and

[45] Los Angeles County Library, *About Rosemead Library,* Available at: https://lacountylibrary.org/rosemead-library/. Accessed May 25, 2021.

[46] Los Angeles County Library, *About South El Monte Library,* Available at: https://lacountylibrary.org/south-el-monte-library/. Accessed May 25, 2021.

districts. Through coordination with the public services and facilities providers, the cumulative needs of the area are considered. The proposed project does not cause the need to construct any new or expand any existing facilities. Therefore, the project would not result in incremental effects to public services or facilities that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The project would not result in cumulatively considerable impacts to public services or facilities.

Mitigation Program

Standard Conditions and Mitigation Measures

No standard conditions or mitigation measures are required.

4.16 Recreation

Quimby Act

The Quimby Act of 1975, (California Government Code §66477), commonly called the "Quimby Act," allows a city or county to pass an ordinance that requires, as a condition of approval of a subdivision, either the dedication of land, the payment of a fee in lieu of dedication, or a combination of both for park and recreational purposes. It allows a city or county to require a maximum parkland dedication standard of 3 acres of parkland per 1,000 residents for new subdivision development unless the jurisdiction can demonstrate that the amount of existing neighborhood and community parkland exceeds that limit. In accordance with Section 66477, a jurisdiction may establish a parkland dedication standard based on its existing parkland ratio, provided required dedications do not exceed 5 acres per 1,000 persons.

Would the project:

Threshold (a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? and

Threshold (b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. The City operates three parks, three community centers, and an aquatic center. The nearest City park facility is Mary Van Dyke Park located at 1819 Central Avenue, approximately 1.3 miles east of the project site. The proposed project includes 73 multi-family dwelling units with an expected residential population of 319 residents. According to General Plan Resources Element Goal 1, the City's park standard is 2 acres for every 1,000 residents. The proposed project would provide 9,625 sf of open space and 11,213 sf of private open space in the form of private balconies and decks. The project includes an open-air courtyard, recreation room, and gym facilities on the second floor. Future residents would likely use the on-site amenities for some of their recreational needs. Further, the proposed project would not require construction or expansion of existing recreational facilities as on-site amenities including a recreation room, gym, and open-air courtyard would be provided to residents.

The proposed project would be subject to South El Monte Municipal Code 16.36.015 – Park land dedications and fees. Construction of residential dwelling units or subdivisions for residential purposes are subject to dedicating a portion of such land, pay a fee, or both, for the purpose of developing new or rehabilitating existing park or recreational facilities to serve future residents of the subdivision or development. Payment of these fees would ensure that the City has the required funds to upkeep facilities and prevent substantial deterioration of recreational facilities from occurring. Because the proposed project does not include parkland dedication, the project would be subject to in-lieu fees. In-lieu fees are calculated based on the fair market value of the amount of parkland which would otherwise be required to be dedicated. Per Municipal Code 16.36.015, the proposed project's parkland dedication would be 0.161 acre. Payment of in-lieu fees would satisfy the City's requirement for parkland dedication and would provide funds to upkeep facilities to prevent substantial deterioration. Therefore, the proposed project would not result in substantial physical deterioration of existing parks and recreational facilities and a less than significant impact would occur and no new recreational facilities would be required.

Cumulative Impacts

The proposed project would not result in a significant increased use of recreational facilities or require construction or expansion of existing recreational facilities. Therefore, no cumulative impacts on recreational facilities would result from project implementation.

Mitigation Program

Standard Conditions and Mitigation Measures

No standard conditions or mitigation measures are required.

4.17 Transportation

A transportation analysis was prepared by Kimley-Horn and Associates, Inc. (Kimley-Horn, 2021) for the proposed project. The modeling outputs and study are included in Appendix G of this Initial Study and the results are summarized herein.

Site Access

Regional access is provided by Interstate 10 (I-10), which is located approximately 0.75 mile north of the project site, and SR-60, which is located approximately 1.4 miles south of the project site. Local access into the project site is currently restricted by locked gates, although there are driveways on Mabel Avenue and Rosemead Boulevard for private access.

Rosemead Boulevard (SR-164) is a six-lane, north-south arterial highway within the project area. The roadway begins at Sierra Madre Villa Avenue and continues south until it becomes SR-19 south of the City of Pico Rivera. Rosemead Boulevard provides access to I-210, I-10, and SR-60. Near the project site, the roadway provides local cross-town circulation between residential and retail land uses. The speed limit within the study area is 45 miles per hour (mph).

Mabel Avenue is a two-lane, east-west local roadway within the project area. To the east, it connects to Rosemead Boulevard and turns into Loma Avenue to the west as it becomes a north-south roadway. Mabel Avenue intersects with Lee Avenue and provides driveway access to retail land uses. The posted speed limit is 25 mph.

Lee Avenue is a two-lane, north-south local roadway. It connects to Garvey Avenue to the north and Rush Street to the south. Lee Avenue provides access of retail and industrial land uses. The speed limit within the study area is 25 mph**.**

Garvey Avenue is a four-lane, east-west arterial highway. It connects to Durfee Avenue to the east and becomes West Ramona Boulevard to the west. The roadway serves residential and retail land uses and provides access to I-10, I-605, and I-710. The speed limit within the study area is 35 mph.

Transit Service

Public transit service is provided by Foothill Transit, Metro, and Norwalk Transit.

Foothill Transit provides fixed-route bus public transit service to the San Gabriel Valley in the greater Los Angeles area. Foothill Transit Line 269 is a north-south fixed-route bus service that operates from the El Monte Station to the Montebello Town Center. On weekdays, Line 269 operates between 5:55 AM and 10:19 PM on 30-60-minute headways. On weekends, Line 269 operates between 6:30 AM and 8:30 PM on 60-minute headways. The nearest bus stop is at the intersection of Garvey Avenue and Santa Anita Avenue, which is approximately 1.3 miles east of from the project site.

Los Angeles County Metropolitan Transportation Authority (Metro) provides bus rapid transit service throughout Los Angeles County.

- Line 287 is an north-south fixed-route bus service that operates from The Shops at Montebello to Arcadia Station. On weekdays, Line 287 runs between 5:34 AM and 10:36 PM on approximately 40-minute headways. On Saturdays, Sundays, and Holidays, Line 287 runs from only El Monte Station to Arcadia Station between 6:00 AM and 10:22 PM. The nearest bus stop is at the

intersection of Rosemead Boulevard at Garvey Avenue, which is approximately 500 feet north of the project site.

- Line 266 is a north-south fixed-route bus service that operates from Sierra Madre Villa in Pasadena to Lakewood Center Mall in Lakewood. On weekdays, Line 266 runs between 5:09 AM and 11:34 PM on approximately 20-minute headways. On Saturdays, Sundays and Holidays the route runs between 5:33 AM and 11:49 PM on approximately 40-minute headways. The nearest bus stop is at the intersection of Rosemead Boulevard and Garvey Avenue, which is approximately 430 feet north of the project site.
- Line 70 is an east-west fixed-route bus service that operates from the El Monte Station to 17th Street and Hill Street in Los Angeles. Monday through Friday, Line 70 operates between 4:50 AM and 5:09 PM 24-hours on approximately 10-minute headways. The nearest bus stop is at the intersection of Rosemead Boulevard and Garvey Avenue, which is approximately 430 feet north of the project site.

Norwalk Transit provides rapid bus and paratransit services within the City of Norwalk, along with several adjacent cities, including the City of South El Monte. Norwalk Transit Route 7 is a north-south fixed-route bus service that operates from the El Monte Station to the Norwalk Green Line Station. On weekdays, Route 7 operates between 4:07 AM and 9:11 PM on 15-60-minute headways. On weekends, the route runs from 5:49 AM to 7:57 PM on approximately 60-minute headways. The nearest bus stop is at the intersection of Garvey Avenue and Santa Anita Avenue, which is approximately 1.3 miles east from the project site.

Bikeways

There are currently no bikeways adjacent to the project site. The nearest bikeway is the Rio Hondo bikeway, approximately 0.2 mile west of the project site. Future proposed bikeways include a Class II bikeway along Rosemead Boulevard and a Class III bikeway along Loma Avenue and Mabel Avenue.[47]

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

Less Than Significant Impact.

Construction Traffic. Automobile and truck traffic volumes associated with project-related construction activities would vary throughout the construction phases, as different activities occur. However, project-related construction traffic would be temporary and cease upon project completion.

Project Trip Generation. Daily and peak hour trips were estimated for the proposed project based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition) trip rates for the following uses:

- Multifamily Housing (Mid-Rise) (ITE Code 221)
- Shopping Center (ITE Code 820)

[47] Alta Planning + Design. 2014. *San Gabriel Valley Regional Bicycle Master Plan*, available at: https://www.baldwinpark.com/index.php/docssidemenu/public-notices/175-sgv-bike-master-plan/file, accessed June 18, 2021.

Table 4.17-1: Project Trip Generation provides the trip generation rates and the estimated project trip generation for the proposed project. The project is estimated to generate 899 average daily trips, with 42 trips in the morning peak hour and 72 trips in the evening peak hour. For purposes of determining the worst-case impacts of traffic on the surrounding street network, the trips generated by a proposed project are estimated for the morning peak hour (between the hours of 7:00 AM and 9:00 AM), and for the evening peak hour (between 4:00 PM and 6:00 PM) on a typical weekday. As noted, trips generated by the mixed-use development were based on the average rates for ITE Land Use 221 (Multifamily Housing Mid-Rise) for the residential component and ITE Land Use 820 (Shopping Center) for the retail space. Internal capture for Land Use Code 820 (Shopping Center) from the National Cooperative Highway Research Program (NCHRP) 684 Methodology was used, which assumes no internal capture during the morning peak hour and an internal capture of 25 percent during the evening peak hour. It should be noted that NCHRP 684 does not provide for daily internal capture; therefore, this analysis assumes an average of the peak hour percentages.

Table 4.17-1: Project Trip Generation

Land Use	Quantity	Unit	Trip Generation Estimates						
				AM Peak Hour			PM Peak Hour		
			Daily	In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	73	DU	398	7	19	26	20	12	32
Shopping Center	16.8	KSF	636	10	6	16	31	33	64
Total Project Trips			**1,034**	**17**	**25**	**42**	**51**	**45**	**96**
Internal Capture (Daily 13%, AM 0%, PM 25%)[1]			**-135**	**0**	**0**	**0**	**-12**	**-12**	**-24**
Total External Project Trips			**899**	**17**	**25**	**42**	**39**	**33**	**72**

Notes: Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition
[1] Calculated using NCHRP 684 Methodology. NCHRP 684 does not provide daily internal capture, therefore an average of the AM and PM peak hour percentages were used.
Source: Kimley-Horn, 2021.

According to the Caltrans Traffic Census, Rosemead Boulevard currently has 77,000 average daily vehicles. The net increase of 899 daily trips generated on Rosemead Boulevard associated with the proposed project represents a nominal increase in daily traffic and can be accommodated by the existing roadway infrastructure. The project would not conflict with any programs or policies related to roadway facilities given the negligible increase in daily peak traffic trips to and from the project site onto Rosemead Boulevard.

Public Transit. As discussed above, public transit service is provided by Foothill Transit, Metro, and Norwalk Transit. Specifically, Metro is provides the nearest public transit bus service to the project site, with bus routes along Rosemead Boulevard and Garvey Avenue, approximately 430 feet north of the project site. The proximity of these bus stops would provide more transit opportunities and access to future residents for the proposed project. Pedestrian facilities (i.e., sidewalks) on Mabel Avenue and Rosemead Boulevard would be maintained as part of the project. Further, the project would include bicycle parking on the ground level parking garage. Future bikeways are proposed on Rosemead Boulevard and Mabel Avenue.

SCAG's Connect SoCal: 2020-2045 RTP/SCS addresses regional challenges in several ways. A key, formative step is to develop a Regional Growth Forecast in collaboration with local jurisdictions, which helps SCAG identify opportunities and barriers to development. The plan forecasts the number of people, households and jobs (at the jurisdictional level) expected throughout SCAG's 191 cities and in unincorporated areas by 2045. This information is typically a component of the City's General Plan, and if available, the City's traffic analysis model. Growth assumed in the City's General Plan and its corresponding traffic assumptions would be the information supplied to SCAG. Although the proposed project requires a General Plan Amendment and a rezone, it is consistent with the growth assumptions for the City.

Additionally, SCAG's Connect SoCal identifies the need to create sustainable, mixed-use communities conducive to public transit, walking, and biking by promoting development along major existing transit and transportation corridors. As noted in this Initial Study, the project would be consistent with the RTP/SCS and the applicable goals and policies of the General Plan. Therefore, project construction and operations would not conflict with an applicable plan, ordinance, or policy concerning the circulation system and no mitigation is required.

Threshold (b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. SB 743, approved in 2013, required the Governor's Office of Planning and Research (OPR) to establish recommendations for identifying and mitigating transportation impacts within the CEQA framework. Generally, SB 743 moves away from using delay-based level of service (LOS) as the primary metric for identifying a project's significant impact to instead using vehicle miles traveled (VMT). On January 20, 2016, OPR released revisions to its proposed CEQA Guidelines for the implementation of SB 743, and final review and rulemaking for the new guidelines were completed in December 2018. OPR allowed lead agencies an opt-in period to adopt VMT guidelines before the mandatory adoption date of July 1, 2020. These revisions to the CEQA Guidelines criteria for determining the significance of transportation impacts are primarily focused on projects within transit priority areas, and shifts the focus from driver delay to reduction of GHG emissions, creation of multimodal networks, and promotion of a mix of land uses. VMT, is a measure of the total number of miles driven to or from a development and is sometimes expressed as an average per trip or per person.

State CEQA Guidelines Section 15064.3(b)(1) provides that "VMT traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within 0.5 mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact".

In anticipation of the change to VMT, the San Gabriel Valley Council of Governments (SGVCOG) prepared the SGVCOG SB 743 Implementation Study to assist its member agencies in answering important implementation questions about the methodology, thresholds, and mitigation approaches for VMT. The City of South El Monte used the information produced through the Implementation Study to adopt a methodology and significance thresholds for use in CEQA compliance. Consistent with SGVCOG SB 743 Implementation Study, the City recommends using the SCAG Travel Demand Model as its methodology to measure VMT.

The City's draft SB 743 Implementation Guidelines (City's Implementation Guidelines) provides details on appropriate screening thresholds that can be used to identify when a proposed land use project is

anticipated to result in a less than significant impact without conducting a detailed analysis. Screening thresholds are broken into the following three steps. A land use project needs only meet one of the above screening thresholds to be presumed to result in no significant impact under CEQA pursuant to SB 743.

1. **Transit Priority Areas (TPA) Screening:** Projects located within one-half mile from an existing major transit stop or within one-half mile from an existing stop along a high-quality transit corridor can be screened out. Transit service in the project area is provided by Foothill Transit, Metro, and Norwalk Transit. The nearest transit provider to the project site is Metro, which provides four bus routes: Metro Line 266, Metro Line 70, Metro Line 770, and Metro Line 176. These bus routes operate with headways varying from 15 to 60 minutes during the peak commute periods. The Metro bus stops for these routes are located within one-half mile (430 feet north) of the project site.

   The proposed project meets the TPA screening criteria.

2. **Low VMT-Generation Area Screening:** Projects generating VMT below 15 percent of the regional average can be screened out. South El Monte has selected SGVCOG's regional average VMT screening. For a mixed-used project, all components of the project should be analyzed against the low VMT maps for either the dominant project land use (if applicable) or for each individual land use (if there is no dominant project land use). Reductions in VMT may be applied to account for internal trips that would occur within the project site. Based on the SGVCOG VMT tool, the proposed project's residential component is below 15 percent of the regional VMT per Capita. However, the retail component is not below 15 percent of the regional VMT per service population.

   Therefore, the project is not screened out based on the low VMT-Generation Area screening.

3. **Project Type Screening:** Some project types have been identified in the City's Implementation Guidelines as having the presumption of a less than significant impact. The following uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

   a. Local-serving retail uses less than 50,000 sf

   b. Other local-serving uses as approved by the City staff

   c. Projects generating less than 110 daily vehicle trips

   The proposed project's retail component can be screened out based on the Project Type screening criteria. However, the project is a mixed-use development and therefore project impacts need to be evaluated as a whole, and not by project components.

Although the proposed project can be screened out from VMT analysis per the TPA screening criteria, a quantitative VMT analysis was prepared at the request of the City. The City adopted the following VMT significance criteria:

- The baseline project generated Home-Based VMT per Capita exceeds the 15 percent below the SGVCOG baseline Home-Based VMT per Capita for residential projects.

  Home-Based trip are the primary automobile trips associated with residential uses (i.e., the proposed project). The residential use is expected to generate several trips related to work, shopping, and schools in the region. The efficiency of VMT associated with home-based trips has

been assessed based on the SCAG Travel Demand Model consistent with the City's Implementation Guidelines.

- Project shows a net increase in Total VMT in the region for retail projects

  Total trips include all vehicle trips and trip purposes including truck trips. The retail component of the project is evaluated using total VMT per service population. The efficiency of VMT associated with total trips has been assessed based on the SCAG Travel Demand Model consistent with the City's Implementation Guidelines.

The City's Implementation Guidelines recommend the use of Total VMT per service population as an efficiency metric to evaluate retail projects. However, for mixed-use projects, OPR recommends analyzing each land use separately and comparing each result to the appropriate threshold. Combining land uses in a VMT analysis is not recommended by OPR because different land uses generate different amounts of VMT; the outcome of such an analysis could depend more on the mix of uses than on their travel efficiency. Therefore, for the purpose of this analysis, the two thresholds – Home-Based VMT per Capita and Total VMT– were used to evaluate the project's potential VMT impacts.

If a project is consistent with SCAG's RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. Although the project would require a General Plan Amendment and a Zone Change, the population projections are consistent with SCAG RTP/SCS projections. Therefore, the project's cumulative impacts are considered less than significant.

Project VMT was derived using the most current version of the SCAG Travel Demand Model. The SCAG model is a trip-based model and considers interaction between different land uses based on socioeconomic data such as population, households and employment. Adjustments in socioeconomic data (households, population and employment) were made to the appropriate traffic analysis zone (TAZ) within the SCAG model to reflect the project's proposed land uses.

The Home-Based VMT per Capita is the Home-Based production VMT divided by population derived from the SCAG Travel Demand Model. Home-Based VMT per Capita is used to measure efficiency of VMT generated by residential uses. **Table 4.17-2: Project VMT Impact Evaluation** compares the project area Home-Based VMT per Capita for the existing and existing plus project conditions. As shown in the table for the residential component of the project**,** the project area Home-Based VMT per Capita would remain 15 percent below SGVCOG average VMT per Capita. Net VMT in the SGVCOG region is reduced with the project compared to existing conditions. The numerical threshold value (16.27) shown in the table is based on the City's Implementation Guidelines methodology. The threshold of significance is based on the percentage of the with and without project VMT.

Table 4.17-2: Project VMT Impact Evaluation

Land Use	Existing SGVCOG Average VMT	VMT Threshold	(Existing + Project) Project Area VMT	Potentially Significant?
Residential: Home-Based VMT per Capita	16.27	13.83 (85%)	12.99	No
Retail: SGVCOG Total VMT	74,437,225	Less than Existing	74,424,935	No

Source: Kimley-Horn, 2021.

For retail land uses, OPR recommends "net increase" as the threshold for significance. This means that if a proposed retail use results in a net increase in VMT in the region, a significant impact would occur. Net change in regional VMT is also used to measure the project's VMT impact. Total SGVCOG regional VMT was derived for the "with" and "without project" conditions, and net change in the VMT was using the SCAG model. The retail component of the project was also analyzed qualitatively.

Local serving retail primarily serves pre-existing needs (i.e., they do not generate new trips because they meet existing demand). Therefore, local-serving retail uses can be presumed to reduce trip lengths when a new store is proposed as people drive shorter distances to commercial uses. Mixed-use projects place commercial retail uses close to residential uses. As shown **Table 4.17-2**, the net regional VMT is reduced with the project.

In summary, the proposed project would be consistent with CEQA Guidelines Section 15064.3(b). The proposed project would be below the 15 percent SGVCOG baseline Home-Based VMT per capita for residential projects and would not result in a net increase in Total VMT in the region for retail projects. Impacts would be less than significant and no mitigation is required.

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

Less Than Significant Impact. Vehicular access to the project site would be provided from two driveways, one on Mabel Avenue and the other on Rosemead Boulevard. The driveway on Rosemead Boulevard would be restricted to a right-in, right-out turning movements. Parking for the retail uses would be provided from this driveway access. The full access driveway on Mabel Avenue would provide vehicular access to retail uses as well. Access to the above-ground residential parking deck would be gated.

The construction of the project driveways and internal circulation improvements would be pursuant to City Building and Fire Department standards. The proposed project is a mixed-use development bordered by existing residential and commercial land uses. The proposed project does not include the use of any incompatible vehicles or equipment, such as farm equipment. There are no components of the project that would increase hazards to the public due to incompatible use, as the residential and commercial uses proposed by the project would be fully compatible with surrounding land uses. Therefore, such impacts are considered less than significant and no mitigation is required.

Threshold (d) Would the project result in inadequate emergency access?

No Impact. As noted above, the proposed project would provide access from Mabel Avenue and Rosemead Boulevard. The Rosemead Boulevard driveway would serve as primary emergency access to the site. The Rosemead Boulevard drive aisle would extend to a fire access hammerhead located on the southeast site corner. Additionally, the proposed project would be required to incorporate all applicable design and safety requirements as set forth in current fire codes, building codes, and safety standards. No changes to the existing roadway network would occur. The County of Los Angeles Department of Public Works designates Rosemead Boulevard as a Disaster Route.[48] The project would not require the complete closure of any public or private streets or roadways during construction. Temporary construction activities would not impede use of the road for emergencies or access for emergency response vehicles. Therefore,

[48] County of Los Angeles Department of Public Works, *Disaster Route Maps By City*, Available at: Disaster Route Maps - By City (lacounty.gov), Accessed March 2, 2021.

the project would not result in inadequate emergency access. No impact would occur and no mitigation is required.

Cumulative Impacts

The Transportation Study addresses the project-specific VMT impacts. No impacts have been identified. Therefore, the project's contribution to cumulatively significant impacts would be less than significant.

Mitigation Program

Standard Conditions and Mitigation Measures

No standard conditions or mitigation measures are required.

4.18 Tribal Cultural Resources

Threshold (a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant with Mitigation. Chapter 532 Statutes of 2014 (i.e., AB 52) requires that lead agencies evaluate a project's potential impact on "tribal cultural resources." Such resources include "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." A records search was performed on the California Historical Resources Information System and did not identify any historical resources on the project site or within a 0.25-mile radius of the project site. AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource."

There are no known Native American cultural resources on or within the immediate project area. In compliance with PRC Section 21080.3.1(b), the City has provided formal notification to California Native American tribal representatives identified by the California Native American Heritage Commission. Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources as defined in PRC Section 21074. The City has contacted the tribal representatives noted below. Correspondence to and from tribal representatives is included as Appendix H to this Initial Study. As of the release date of the Initial Study, the City has received one request for consultation from Gabrieleño Band of Mission Indians – Kizh Nation, Andrew Salas; consultation occurred on March 31, 2021.

- Gabrieleño Band of Mission Indians – Kizh Nation, Andrew Salas
- Gabrieleño/Tongva San Gabriel Band of Mission Indians, Anthony Morales
- Gabrieleño/Tongva Nation, Sandonne Goad
- Gabrieleño/Tongva Indians of California Tribal Council, Robert Dorame
- Gabrieleño/Tongva Tribe, Charles Alvarez
- Soboba Band of Luiseno Indians, Scott Cozart
- Santa Rosa Band of Cahuilla Indians, Lovina Redner
- Gabrieleño Tongva Tribe, Sam Dunlap

The project site has been used as a large vehicle storage and junkyard. Since the site has not experience substantial development and native underlying soils are intact, there is the potential for the project to affect previously unidentified Native American tribal cultural resources. Construction activities would include excavation and grading. MM TCR-1, TCR-2, and TCR-3 have been identified to mitigate potential impacts to tribal cultural resources.

Mitigation Program

Standard Conditions and Mitigation Measures

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

A. The Applicant shall retain a Native American monitor from (or approved by) the Gabrieleño Band of Mission Indians – Kizh Nation (the "Kizh" or the "Tribe") - the direct lineal descendants of the project location. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project, at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be provided to the City of South El Monte prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The Applicant shall provide the Tribe with a minimum of 30 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project.

D. The Applicant shall hold at least one pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where at a senior member of the Tribe will inform and educate the project's construction and managerial crew and staff members (including any project subcontractors and consultants) about the tribal cultural resources ("TCR") mitigation measures and compliance obligations, as well as places of significance located on the project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the project's compliance with the TCR mitigation measures.

E. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc. (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the City upon written request.

F. Native American monitoring for the project shall conclude upon the latter of the following: (1) written confirmation from a designated project point of contact to the Tribe that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site project location are complete; or (2) written notice by the Tribe to the Applicant and City that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the project site and at any off-site project location possesses the potential to impact TCRs.

MM TCR-2 Discovery of TCRs, Human Remains, and/or Grave Goods

A. Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Tribe shall be immediately informed of the discovery, and a Kizh monitor and/or Kizh archaeologist will promptly report to the location of the discovery to evaluate the TCR and advise the project manager regarding the matter, protocol, and any mitigating requirements. No project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered TCR and surveyed the surrounding area.

B. The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its sole discretion, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes.

C. If Native American human remains and/or grave goods are discovered or recognized on the project site or at any off-site project location, then all construction activities shall immediately cease. Native American "human remains" are defined to include "an inhumation or cremation, and in any state of decomposition or skeletal completeness." (Public Resources Code [PRC] §5097.98 (d)(1).) Funerary objects, referred to as "associated grave goods," shall be treated in the same manner and with the same dignity and respect as human remains. (PRC §5097.98 (a), d)(1) and (2).

D. Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health & Safety Code §7050.5(c); 14 Cal. Code Regs. §15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the remains. (14 Cal. Code Regs. §15064.5(e).) If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

E. Thereafter, construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if the Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that

determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. §15064.5(f).)

F. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods.

G. Any historic archaeological material that is not Native American in origin (non-TCRs) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

H. Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance.

MM TCR-3 Procedures for Burials, Funerary Remains, and Grave Goods

A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented for all discovered Native American human remains and/or grave goods. Tribal Traditions include, but are not limited to, the preparation of the soil for burial, the burial of funerary objects and/or the deceased, and the ceremonial burning of human remains.

B. If the discovery of human remains includes four (4) or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated "grave goods" (aka, burial goods or funerary objects) are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later, as well as other items made exclusively for burial purposes or to contain human remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials.

D. In the case where discovered human remains cannot be fully recovered (and documented) on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to divert the project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

E. In the event preservation in place is not possible despite good faith efforts by the Applicant and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. The site of reburial/repatriation shall be agreed upon by the Tribe and the landowner, and shall be protected in perpetuity.

F. Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects

and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery.

G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

4.19 Utilities and Service Systems

Threshold (a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The City of South El Monte Public Works Department is responsible for management and operation of approximately 38 miles of pipeline that connect to the Los Angeles County Sanitation Districts (LACSD) trunk system to convey wastewater to LACSD's treatment plants. Additionally, a portion of the City's sewer facilities are operated and maintained by the Los Angeles Public Works Consolidated Sewer Maintenance District (LACSD).

LACSD's service area is 850 square miles and encompasses 78 cities and unincorporated areas throughout the County. Through the operation of 11 wastewater treatment facilities, approximately 510 million gallons per day (mgd) of wastewater are treated at these facilities and 165 mgd are available for reuse. All of the water reclamation plants (WRPs) are strategically located throughout the County to maximize water reuse and to easily return the cleaned water to local waterways, storage reservoirs, or the Pacific Ocean. Wastewater originating from the project site would ultimately be treated by facilities owned and operated by the LACSD. Project wastewater flows would be directed to the Whittier Narrows WRP.[49] The Whittier Narrows WRP currently provides primary, secondary, and tertiary treatment with a design capacity of 15 mgd and serves a population of approximately 150,000 people.

The proposed project would increase wastewater generation on the project site. Projected wastewater demand for the project is shown in **Table 4.19-1: Future Wastewater Generation**. The projected peak wastewater generation is anticipated to be 16,868 gpd. The estimated project wastewater generation represents less than one percent of the total treatment capacity at the Whittier Narrows WRP. Therefore, existing wastewater treatment facilities are able to accommodate the project-generated wastewater and continue maintaining a substantial amount of remaining capacity for future wastewater treatment. Impacts would be less than significant.

Table 4.19-1: Future Wastewater Generation

Land Use	Unit of Measure	Proposed Project	Demand Factor (gpd)	Generated Wastewater (gpd)
Residential	DU	73 DU	156	11,388
Shopping Center[1]	1000 sf	16,800 sf	325	5,460
			Total	16,868

gpd = gallons per day; DU = dwelling unit
1. Per phone call with LACSD, mixed-use commercial retail uses are classified as "shopping center"
Source: LACSD. *Will Serve Program, Table 1: Loadings for Each Class of Land Use.*

Further, the project does not require and would not result in the construction of new storm drainage facilities or expansion of existing facilities. While modifications to the existing on-site storm drain system

[49] Los Angeles County Sanitation District. (2021). *Wastewater Treatment Facilities.* Retrieved from: https://www.lacsd.org/facilities/?tab=2&number=4. Accessed on March 30, 2021.

would be required for project implementation, the existing facilities are adequate to accommodate the development.

The project site is somewhat impervious and does not promote substantial stormwater infiltration. Runoff from the project site flows from the northeast to the southwest. The proposed drainage pattern is similar to the existing condition, except the proposed site would incorporate source control measures to reduce potential off-site impacts. Site runoff would be directed to an on-site infiltration system before overflowing to existing storm drains in Troy Avenue. Additionally, the project would implement source control measures including storm drain messaging and signage, efficient landscape irrigation, and alternative building materials to reduce pollutant sources in stormwater runoff. Under the post-development condition, through the addition of permeable landscape areas, the site would be 94 percent impervious and 6 percent pervious. The proposed drainage system would connect to existing storm drainage facilities and project implementation would not require construction of new storm drainage facilities. Impacts would be less than significant and no mitigation is required.

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

Less Than Significant Impact. The San Gabriel Valley Water Company (SGVWC) provides water service to the City, inclusive of the project site. The SGVWC 2015 Final Draft Urban Water Management Plan (UWMP) was prepared in compliance with the requirements of Water Code Sections 10610 through 10656 of the Urban Water Management Planning Act. The UWMP requires every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 AF of water annually to prepare, adopt, and file an UWMP with the California Department of Water Resources every five years in the years ending in zero and five. The 2015 UWMP provides water supply planning for a 25-year planning period in 5-year increments and identifies water supplies needed to meet existing and future demands. The demand analysis must identify supply reliability under three hydrologic conditions: a normal year, a single-year, and multiple-dry years.

As discussed under Section 4.10 Threshold (b), SGVWC uses local groundwater from 31 wells located in the Main San Gabriel Groundwater Basin (Main Basin) and from 4 wells in the Central Groundwater Basin (Central Basin). SGVWC can purchase imported water supplies from Metropolitan Water District of Southern California. SGVWC has not purchased treated imported water supplies since 2007. SGVWC plans to use treated imported water only as an emergency water supply source. SGVWC does not use self-supplied surface water to meet its water demands.

Table 4.19-2: Future Water Demand summarizes water demand estimates for the proposed project. The project's water demand would be approximately 49,700 gpd, or 55.7 acre-feet per year. Indoor water conservation measures include low flow rate plumbing fixtures, while outdoor water use would use subsurface dripline irrigation, low water use plant materials, weather-based irrigation controllers, and mulch. Additionally, the project would be required to comply with Municipal Code Chapter Section 17.25, Water Efficient Landscaping.

Table 4.19-2: Project Water Demand

Land Use	Total Residents/ Employees	Demand Factor (gpd/unit)[2,3]	Water Demand (gpd)
Residential	319	142	45,298
Shopping Center	31[1]	142	4,402
		Total	49,700

1. Total employees based on 550 sf per employee for retail/service use
2. gpd = gallons per day
3. Water demand estimates are based on the SGVWC UWMP calculated water use target of 142 gpcd (2015 UWMP, Table 4-2)

Sources: SGVWC, *2015 UWMP.* Accessed March 30, 2021 and USGBC, *Appendix 2. Default occupancy counts.* Accessed March 31, 2021.

The SGVWC anticipates an increase in water use for multi-family and commercial uses through 2040. Water demand for multi-family uses is anticipated to increase from 5,948 AF to 7,697 AF by 2040. Water demand for commercial uses is anticipated to increase from 9,539 AF to 12,344 SF by 2040. According to the SGVWC 2015 UWMP, the available water supply would meet projected demand during normal, dry, and multiple dry years through 2040. The increase in water demand associated with the proposed project would represent a nominal portion of SGVWC's projected water demand increase. Therefore, the increase in water demand generated by project implementation can be accommodated by the SGVWC. No significant impact would occur, and no mitigation is required.

Threshold (c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. The proposed project would result in an incremental increase in the demand for wastewater conveyance and treatment facilities. The project's wastewater would connect to the existing sewer system lines surrounding the project site. The project site is served by LACSD District 15. As shown in **Table 4.19-1: Future Wastewater Generation**, the projected peak wastewater generation is anticipated to be 16,868 gpd. The estimated project wastewater generation represents less than one percent of the total treatment capacity at the Whittier Narrows WRP. Therefore, the LACSD has adequate remaining capacity to serve the proposed project. The increase would not require the construction of new water or wastewater treatment facilities or expansion of existing facilities. Therefore, impacts would be less than significant and no mitigation is required.

Threshold (d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The City's Environmental Services Division addresses all matters related to solid waste collection, hazardous waste and recycling programs provided to the residents and businesses of the City. The City contracts with Athens Services for residential trash collection. Athens Services is responsible for collection, materials recovery facility (MRF) processing, recycling and disposal of non-recyclable solid waste. The Athens MRF is in the City of Industry. Solid waste not diverted for recycling at

the MRF are disposed of at landfills within the greater Southern California region, specifically in San Bernardino County.[50]

The County of San Bernardino Waste Management Division has five regional landfills and nine transfer stations. **Table 4.19-3: County of San Bernardino Landfill Capacities**, provides capacity details for each of the County landfills.

Table 4.19-3: County of San Bernardino Landfill Capacities

Landfill	Maximum Daily Permitted Tonnage (tons per day)	Maximum Permitted Capacity (Cubic Yards)	Remaining Capacity (Cubic Yards)
Barstow	1,500	80,354,500	71,481,660
Landers	1,200	13,983,500	11,148,100
Mid-Valley	7,500	101,300,000	67,520,000
San Timoteo	2,000	20,400,000	11,402,000
Victorville	3,000	83,200,000	81,510,000

Source: CalRecycle. Solid Waste Information System (SWIS). 2019.

Table 4.19-4: Estimated Project Solid Waste Generation shows the proposed project's approximate solid waste generation, using CalRecycle' s estimated solid waste generation per land use.[51] As shown in **Table 4.19-4**, the proposed project would generate 463,780 pounds of solid waste per year, or 231.89 tons per year.

Table 4.19-4: Estimated Project Solid Waste Generation

Land Use	Generation Rate	Project Information	Solid Waste Generation (lbs/yr)
Multi-Family Residential	8.6 lbs/du/day	73 du	229,147
Commercial Retail	0.046 lbs/sf/day	13,630 sf	228,848
Restaurant	0.005 lbs/sf/day	3,170 sf	5,785
		Total	463,780

Source: CalRecycle. 2019.

The solid waste volume would be less than one ton per day (0.63 ton per day), and therefore considered a nominal amount of the daily capacity of any of the landfills serving the project site. Further, the project would not require demolition of the existing structures (other than a small guard shack), which would generate additional debris to be removed from the site. All paving removed from the site would be disposed of in compliance with the State of California Waste Management Act (AB 939), and Municipal Code Section 13.12.730, Recycling Plan, which requires applicants to develop and submit a plan to recycle

[50] City of South El Monte, *Proposed Third Amendment to Solid Waste Collection Agreement with Athens Waste*, Available at: https://south-el-monte.granicus.com/MetaViewer.php?view_id=2&clip_id=1049&meta_id=54882, Accessed March 23, 2021.

[51] CalRecycle, *Estimated Solid Waste Generation Rates*, Available at: https://www2.calrecycle.ca.gov/wastecharacterization/general/rates, Accessed March 23, 2021.

and salvage the projected construction and demolition debris to the greatest extent feasible. Existing landfills have sufficient capacity to serve the project, therefore impacts are less than significant.

Threshold (e) Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

No Impact. State, County, and local agencies with regulatory authority related to solid waste include the California Department of Resources Recycling and Recovery, the City's Environmental Services Division, and Athens Services. Regulations specifically applicable to the proposed project include the California Integrated Waste Management Act of 1989 (AB 939), Section 4.408 of the CalGreen Code, and AB 341, which requires multi-family residential development and commercial uses to implement recycling programs.

The Integrated Waste Management Act, which requires every City and County in the State to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, identifies how each jurisdiction will meet the State's mandatory waste diversion goal of 50 percent by and after the year 2000. AB 341 increased the diversion goal to 75 percent by 2020. Municipal Code Chapter 13.12, the City's solid waste handling and recycling services ordinance, stipulates standards and regulations for the collection and management of solid waste in the City, in accordance with the Integrated Waste Management Act.

Further, the 2019 CalGreen Code Section 4.408 requires preparation of a Construction Waste Management Plan that outlines ways in which the contractor would recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition debris. During the construction phase, the proposed project would comply with the CalGreen Code through the recycling and reuse of at least 65 percent of the nonhazardous construction and demolition debris from the project site. No conflict with statutes and regulations related to solid waste would occur. No mitigation is required.

Cumulative Impacts

The proposed project would have a less than significant impact with respect to utilities and service systems. The project would require water and wastewater infrastructure, as well as solid waste disposal for building operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve both individual projects and cumulative demand for resources and infrastructure as a result of cumulative growth and development in the area. Each individual project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility companies would allow for the provision of utility service to the proposed project and other developments. The project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. Because of the utility planning and coordination activities described above, no significant cumulative utility impacts are anticipated.

Mitigation Program

Standard Conditions and Mitigation Measures

No standard conditions or mitigation measures are required.

4.20 Wildfire

Threshold (a) If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to CalFire Fire Hazard Severity Zone Map for Los Angeles County, the project site is not within a State Responsibility Area.[52] The project site is in a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) zone within a local responsible area. Project design and site access would adhere to Los Angeles County Fire regulations and designs. Further, project construction would not require the complete closure of any public or private streets or roadways during construction. Temporary construction activities would not impede use of the road for emergencies or access for emergency response vehicles. Therefore, the project would not result in inadequate emergency access, and no impact would occur.

Threshold (b) If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. As discussed above, the project is not within an area classified as very high fire hazard severity zone. Therefore, no impacts would occur and no mitigation is required.

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

No Impact. The project is not within an area classified as very high fire hazard severity zone. The proposed project is surrounded by existing development within an urbanized area of the City. The proposed project would tie into existing infrastructure that currently serves the project area. Project implementation would not result in the new construction, installation, or maintenance of new infrastructure. No impact would occur and no mitigation is required.

Threshold (d) If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The project is not within an area classified as very high fire hazard severity zone**.** The project site does not include any downslopes. According to the California Geological Survey, the project site is not within an area identified as having a potential for landslides.[53] The project site and surrounding vicinity are relatively flat. There are no known landslides near the site nor is the site in the path of any known or potential landslides. Therefore, no impacts would occur and no mitigation is required.

---

52 California Department of Forestry and Fire Protection, *Los Angeles County Fire Severity Map*, Available at: https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf. Accessed March 13, 2021.

53 California Geological Survey, Geologic Hazards Data and Maps Data Viewer, Available at: https://maps.conservation.ca.gov/geologichazards/. Accessed December 28, 2020 and September 13, 2021.

Mitigation Program

Standard Conditions and Mitigation Measures

No standard conditions or mitigation measures are required.

4.21 Mandatory Findings of Significance

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

Less Than Significant Impact. On the basis of the foregoing analysis, the proposed project does not have the potential to significantly degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten or eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. The project site is surrounded by existing development in an urbanized area of the City of South El Monte. The proposed project is consistent with the General Plan and the Municipal Code subject to approval of a General Plan amendment and zone change. Therefore, the project would not have a significant impact on any sensitive, rare, or endangered plant/wildlife community.

Threshold (b) Does the project have possible environmental effects which are individually limited, but cumulatively considerable?

Less Than Significant Impact. The proposed project does not have impacts that are individually limited, but cumulatively considerable. Incremental impacts resulting from development and operation of the proposed project and other cumulative projects that would be under construction include air quality, cultural resources, geology and soils, hazards and hazardous materials, and tribal resources. The analysis concluded that these incremental impacts are each less than significant or can be mitigated to a less than significant level. When viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects, these impacts are not cumulatively considerable. No cumulative impacts are anticipated in connection with this or other projects. The proposed project complies with long-term regional air quality plans, regional population forecasts, and is within the service capabilities of utility purveyors. No significant adverse environmental impacts have been identified. The analysis contained in this Initial Study evaluated existing conditions, potential impacts associated with the development of the project, and possible environmental cumulative impacts. The project does not have any impact on projected growth or planned projects for the City of South El Monte or neighboring jurisdictions known as of the date of this analysis.

Threshold (c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. There are no known substantial adverse effects on human beings that would be directly or indirectly caused by the proposed project. The environmental evaluation has concluded that no significant environmental impacts will result from the project.

5.0 REFERENCES

California, State of, Department of Conservation. *California Important Farmland Finder*. Available at https://maps.conservation.ca.gov/dlrp/ciff/. Accessed March 9, 2021.

California, State of, Department of Conservation, Earthquake Zones of Required Investigation EQ Zapp Application, Available at https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed February 5, 2021.

California Gas and Electric Utilities. *2018 California Gas Report - Southern California Gas Company Annual Gas Supply 2018-2035 Table 1-SCG.* Accessed January 20, 2021.

California, State of, Energy Commission. *2019 Building Energy and Efficiency Standards Frequently Asked Questions Fact Sheet.* Available at: https://www.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf. Accessed January 20, 2021.

California, State of, Energy Commission. *California Energy Demand 2018-2030 Revised Forecast - Figure 49 Historical and Projected Baseline Consumption SCE Planning Area.* Accessed January 20, 2021.

California, State of, Department of Forestry and Fire Protection, *Los Angeles County Fire Severity Map*, Available at: https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf. Accessed March 13, 2021.

California, State of, Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2018*. Accessed March 15, 2021.

California, State of, Department of Toxic Substances Control. *Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. Available at: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm. Accessed: November 20, 2020.

California, State of, Department of Toxic Substances Control. *Envirostor Tool*. Available at http://www.envirostor.dtsc.ca.gov/public/. Accessed November 20, 2020.

California, State of, Department of Transportation. *California Scenic Highway Mapping System*, Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed December 22, 2020.

California, State of, Water Resources Control Board. Available at http://geotracker.waterboards.ca.gov/. Accessed November 20, 2020.

California, State of, Water Resources Control Board. *Sustainable Groundwater Management Act (SGMA).* Available at https://www.waterboards.ca.gov/water_issues/programs/gmp/sgma.html. Accessed March 30, 2021.

Calland Engineering, Inc. Topographic Map. February 11, 2020.

CalRecycle. *Solid Waste Information System (SWIS*). Available at https://www2.calrecycle.ca.gov/SWFacilities/Directory. Accessed March 30, 2021.

City of South El Monte. *General Plan.* Available at https://www.cityofsouthelmonte.org/186/General-Plan. Accessed on March 30, 2021.

County of Los Angeles Department of Regional Planning, Los Angeles County Airport Land Use Commission, San Gabriel Valley Airport Layout Plan. Available at https://planning.lacounty.gov/assets/upl/project/aluc_elmonte-plan.pdf. Accessed March 9, 2021.

County of Los Angeles Department of Public Works. *Disaster Route Maps, City of South El Monte*. Available at: https://pw.lacounty.gov/dsg/DisasterRoutes/map/South%20El%20Monte.pdf. Accessed March 9, 2021.

Los Angeles County Sanitation District. (2021). *Wastewater Treatment Facilities.* Retrieved from: https://www.lacsd.org/facilities/?tab=2&number=4. Accessed March 30, 2021.

San Gabriel Valley Water Company, Los Angeles County Division. *2015 Urban Water Management Plan.* Available at https://www.sgvwater.com/wp-content/uploads/2018/09/Volume-I-FINAL-AMENDED_2015-UWMP_SGVWC_LACD.pdf. Accessed March 30, 2021.

Southern California Area of Governments. *Adopted Final Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*. Available at https://scag.ca.gov/read-plan-adopted-final-plan. Accessed December 23, 2020.

State of California Department of Finance. *December 2020. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark*. Available at http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/. Accessed December 19, 2020.

United States, Federal Emergency Management Agency. *FEMA. Flood Insurance Rate Map 06037C1665F*. https://msc.fema.gov/portal#. Accessed March 4, 2021.

United States Department of Agriculture, Web Soil Survey, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed March 31, 2021.

United States Green Building Council, *Default Occupancy Counts*, Available at: Appendix 2. Default occupancy counts | U.S. Green Building Council (usgbc.org). Accessed March 31, 2021.