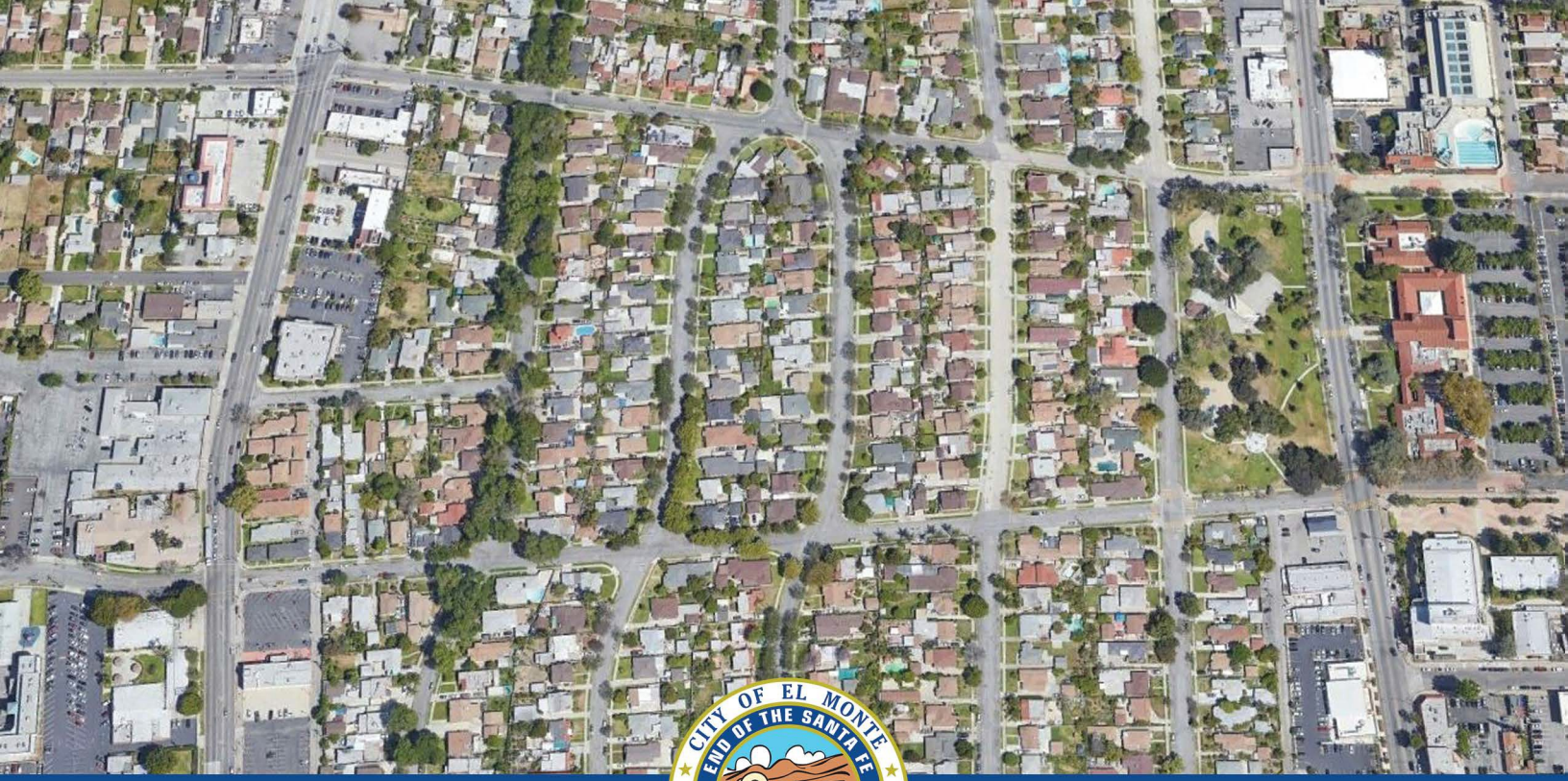

Initial Study Mitig ated Negative Declaration for Sewer Replacement in the Nevada Avenue and Bodger Street Area CIP 005

February 8, 2021

Prepared By:

IEC

Prepared for
City of El Monte
Department of Public Works
Engineering Division
Contact: Lee Torres
626.580.2022

Initial Study Mitigated Negative Declaration

for

CIP 005, Sewer Replacement Project in the Nevada Avenue and Bodger Street Area

Prepared for
City of El Monte
Department of Public Works
Engineering Division
Contact: Lee Torres P.E. City Engineer

Prepared by

300 SPECTRUM CENTER DRIVE SUITE 400 IRVINE, CA 92618
CONTACT: LORI TROTTIER, AICP CEP

FEBRUARY 8, 2021

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PROJECT INFORMATION

1. Project Title:
CIP 005, Sewer Replacement Project in the Nevada Avenue and Bodger Street Area

2. Lead Agency Name and Address:
City of El Monte Department of Public Works, Engineering Division
11333 Valley Boulevard, El Monte, CA 91731

3. Contact Person Name and Phone Number:
Lee Torres, City Engineer
626-580-2022

4. Purpose:

This Initial Study Mitigated Negative Declaration (ISMND) is written to satisfy current requirements set forth in the California Environmental Quality Act (CEQA), Public Resources Code (Sections 21000–21189) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387). This ISMND consists of the completed CEQA Initial Study (IS), including the Environmental Checklist Form, CEQA Findings for a Mitigated Negative Declaration and a list of reference materials used to document baseline conditions and Project impacts. In addition, there is an Appendix (Appendices A through F), which includes technical studies prepared for the Project and public participation materials for the Project. A separate confidential record of the Tribal Consultation for the Project under AB52 is provided in Confidential Appendix G. This ISMND provides a due diligence environmental review for findings of fact, for use by the City of El Monte, the Lead Agency and decision makers, concerning discretionary approvals and permits required for implementation of the Project.

This ISMND documents and fully identifies reasonably anticipated potential environmental effects that may arise from the implementation of the CIP 005, Sewer Replacement Project in the Nevada Avenue and Bodger Street Area, hereafter referred to as the Project, as proposed by the City of El Monte, Department of Public Works, Engineering Division (City). The purpose of the Project is to relocate and replace aging portions of the City sewer system that are currently located in easements on private property and are difficult for the City to properly access and maintain. This Project will relocate and/or replace portions of the old sewer system with new sewer pipes and manholes, as well as rehabilitate some existing manholes currently located in streets and alleys, to optimize sewer system operations where the existing sewer facilities have reached the end of their useful life. The Project requires new sewer laterals to relocate and replace service connections along relocated sewer mains. The Project will not increase the capacity of the City sewer system. The Project is subject to review under CEQA pursuant to Public Resources Code Section 21065, because it will require discretionary approval by the City and will result in changes to the physical environment. The City, as the Lead Agency for the Project pursuant to CEQA, is responsible for CEQA compliance.

5. Objectives:

The objectives for the Project are:

- Relocate the sewer out of backyard easements and into public right-of-way to allow the City to access the line for maintenance and repairs;
- Reduce risk of sewage backups and spillage during construction and long-term operation;
- Upgrade the sewer system to meet current City Standards within the Project boundaries;
- Coordinate the operation of the City sewer system with the operations of the Sanitation Districts of Los Angeles County;
- Improve access for City maintenance and sewer system reliability and function;
- Replace deficient system components with materials that are more resistant to deterioration;
- Increase efficiency in the City sewer system;
- Avoid or minimize permanent above-ground changes within the Project Area and restore the Project Area to pre-project conditions;
- Minimize disruption to the community during construction; and,
- Implement City Codes and Ordinances for all Project phases.

This ISMND includes input on the Project from a community meeting on October 18, 2018, between 7:00PM to 8:00PM and from a Public Scoping Meeting held on July 30, 2019, between 7:00PM to 8:00PM. These meetings were at the El Monte Community Center, 3130 Tyler Ave, El Monte, CA 91731, to receive input from stakeholders and interested parties and to inform the public and decision makers of the Project and related scope of environmental analysis. Public outreach meeting materials and minutes are included as Appendix E. Input from Tribal Consultation conducted for the Project in compliance with AB52 and SB18 is also included in Section XVIII. This ISMND will be circulated for 30-day public review, informing stakeholders and interested parties of the activities that will occur during Project implementation and the significance of anticipated Project impacts pursuant to CEQA thresholds of significance. Circulation of the ISMND for public review is done to inform the public of the scope of the Project and Project impacts and provides an opportunity for additional public input, written comments, and response to comments prior to El Monte's final decision.

Based on the Environmental Checklist analysis for the Project herein, it has been determined that the appropriate environmental document needed to satisfy the requirements of CEQA is a Mitigated Negative Declaration (MND). The analysis herein identifies potentially significant impacts with respect to: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Hazards and Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Public Services, Transportation, Tribal Cultural Resources, and Utilities/Service Systems. Mitigation measures and standard conditions for reducing environmental impacts of the Project have been included in this document prior to circulation for 30-day public review which will reduce the levels of potentially significant impacts to levels that are below thresholds of significance as defined in Public Resources Code Section 21082.2. Therefore, information contained in this ISMND indicates that there is no substantial evidence, in light of the whole record before the City of El Monte that implementation of the Project along with the recommended mitigation measures and standard conditions would have a significant effect on the environment and all Project impacts can be reduced to less than significant levels with the incorporation of the recommended mitigation measures and standard conditions. On this basis, pursuant to the Guidelines for

Implementation of the California Environmental Quality Act (CEQA Guidelines) (§15070[b]]), an MND was prepared for the proposed Project.

6. Regional Location:

As shown in Figure 1, Regional Location Map, the Project is situated within the San Gabriel Valley in southern California and is approximately 13 miles northeast of downtown Los Angeles and approximately 10 miles south of the San Gabriel foothills within southeast Los Angeles County. The Project is less than 1 mile south of Interstate 10 (I-10), is approximately 2 miles west of Interstate 605 (I-605) and is approximately 2 miles north of State Route 60 (SR-60). The Project is located entirely within the El Monte City Limits, approximately 1,500 feet north the City Limits shared with the City of South El Monte.

7. Project Location:

The existing conditions of the Project Location are described in the following paragraphs. The Project is within an area that is shown in Figure 2, Project Location Map, and is generally bounded by public right-of-way for Mildred Street (classified as a Collector Street) on the north, Tyler Avenue (classified as a Secondary Arterial) on the East, East Garvey Avenue (classified as a Major Arterial) on the South, and North Santa Anita Avenue (classified as a Major Arterial) on the west (El Monte General Plan, 2011). This area is hereafter referred to as the Project Area. As shown in Figure 2, Project Location Map, the Project will be constructed within an existing urbanized area that is built out primarily with single-family residences and a park within an established street grid. The Historic aerial photo of the Project Area from 1948 (Figure 6) shows streets and tract subdivision layouts which are generally consistent with existing conditions in the Project Area.

Existing land use within the Project Area is consistent with the current General Plan, which designates the Project Area for low-density residential land use at 0.0-6.0 dwelling units/acre (El Monte, 2011). Most of the Project Area is within the Residential Subdistrict of the Downtown District of the General Plan Design Element. The portions of the Project that are located east of Nevada Avenue are within the Cultural Subdistrict, Downtown District of the General Plan Design Element. The Project Area appears to be developed consistently with the El Monte Municipal Code, Title 17 - Zoning, with development consisting mainly of single-family residences as the primary permitted land use and a public park.

The Project will construct new sewer mains and manholes within the public right-of-way (within paved areas of existing streets, portions of the sidewalk, and an alley). The Project will also rehabilitate some existing manholes in the streets and alleys and will construct new manholes in the streets as well as new lateral connections to parcels adjacent to the new sewer main for provision of sewer service from new sewer mains proposed with the Project to existing structures within the Project Area. New laterals will be constructed on adjacent parcels within existing building setbacks from existing cleanouts and will extend across portions of public right-of-way, including sidewalks and streets, to connect the new Project sewer mains that are proposed in streets with existing adjacent structures.

Project implementation will be phased in segments, with approximately 100 to 500 linear feet of main constructed each day within the Project Area. Upon completion of each segment, disturbed surfaces will be covered and stabilized and work on the next segment will begin. New service laterals will be installed for each new section of sewer main. Final service connections will be made upon completion of construction, testing and verification of the overall Project. Sewer service will remain uninterrupted within the Project area throughout the duration of construction.

8. Project Vicinity:

The Project Vicinity is defined as the area within a radius of the Project where potential impacts from construction activities could occur. The existing conditions of the Project Vicinity are described in the following paragraphs.

The Project Vicinity is shown in Figure 3, Project Vicinity Map, and includes the Project Area and adjacent surrounding properties where temporary construction-related noise, traffic delays, air emissions and intermittent access restrictions for residents and businesses will be most noticeable during Project construction. (These impacts are discussed in detail in the Environmental Checklist Section of this document). The Project Vicinity includes land within a 300-foot radius of the Project and incorporates the locations of the closest sensitive receptors, primarily schools within ¼ mile of the Project. As shown in Figure 3, the land within the Project Area is urbanized and developed with Low Density Residential land use and includes some existing Commercial, Mixed use, Multi-family Residential, and Public Facilities. Public Facilities located within the Project Vicinity include El Monte Community Center, Senior Citizens Center, Historical Museum (referred to herein as the Cultural Complex). Other sites within the Project Vicinity, which are used by the community and for events, include Tony Arceo Memorial Park, El Monte High School, and El Monte Aquatic Center to the east of the Project. Multi-family homes, commercial businesses, churches and schools, are peripherally located in the Project Vicinity within a 300-foot radius or approximately ¼ mile of the Project for the nearest schools.

Land use patterns in the Project Vicinity are highlighted on Figure 3, which shows commercial businesses along Major Arterials: East Garvey Avenue, North Santa Anita Avenue, Mildred Street, and Tyler Avenue. Medium Density Residential, multi-family residences, are adjacent to El Monte High School to the east of Tyler Avenue and to the west across North Santa Anita Avenue and to the southeast across East Garvey Avenue. Single-family residences are to the north. Potentially sensitive properties within and adjacent to the Project Vicinity include single family residences, the public park, a convalescent home, and the following schools and properties within ¼ mile of the Project and are listed below:

Adjacent to the East

- Tony Arceo Memorial Park, located at 3125 Tyler Avenue (a 3.4-acre neighborhood park with various play structures and outdoor picnic areas).

- El Monte Community Center facilities are adjacent to the east and include:
  - El Monte Senior Citizens Center, 3120 Tyler Avenue.
  - El Monte Community Center, 3130 Tyler Avenue.

- El Monte Historical Museum, 3150 Tyler Avenue.

East Across Tyler Avenue:

- El Monte High School, 3048 Tyler Avenue (a 28-acre campus east of Tyler Avenue that includes outdoor baseball fields and an outdoor track and football field).
- El Monte Aquatic Center,11001 Mildred Street.
- Rio Hondo College Educational Center, 3017 Tyler Avenue.

West Across North Santa Anita Avenue

- Wilkerson Elementary School, 2700 Doreen Avenue.
- New Lexington Elementary School, 10410 East Bodger Street.
- Elmcrest Care Center, 3111 Santa Anita Avenue.
- Shining Star Pre School, 3215 Santa Anita Avenue.

South Across East Garvey Avenue

- Sunset Manor Convalescent Home, 2720 Nevada Avenue.

North across I-10

- El Monte Christian Academy, 11129 Brockway Street.

9. Environmental Setting:

The City of El Monte (City) provides sewer collection services to its residents and participates in the Joint Outfall Agreement with the Sanitation Districts of Los Angeles County (LACSD) for the treatment and disposal of sewage collected by the City. Sewage flows are transferred to the LACSD trunk sewer system at various points throughout the City sewer service area. The Project is proposed entirely in an urbanized area that has been fully served by the City sewer system since 1937. The City maintains approximately 130 miles of sanitary sewers and seven pump stations, which provide sewer service to most of the City of El Monte's residents and businesses. Most of the City sewer system includes sewer main pipelines, for collection and conveyance, that were installed more than 50 years ago. While some residential properties in the City are still on septic systems, most effluent generated in the City is conveyed to City-owned sewer lines and there are no known septic tanks in operation within the Project Vicinity. City-owned sewer lines within the Project Vicinity are gravity sewer lines and range in diameter from 6 inches to 24 inches (El Monte Draft Wastewater Collection System Master Plan, 2018). City-owned sewer lines discharge to trunk mains, owned by LACSD. Effluent is then conveyed for tertiary treatment at the Whittier Narrows Water Reclamation Plant, approximately 3 miles southwest of the Project. Tertiary treated water is recycled and used for irrigation, industrial operations in the City or is discharged into spreading ponds for groundwater recharge at the San Gabriel River and Rio Hondo Channel, located approximately 4 miles southwest of the Project.

The existing City sewer mains and manholes within the Project Area were constructed in 1937 and are approaching the end of their useful life. In addition, many of the mains and manholes are in easements

located in the backyards of private residential properties, making it difficult for the City to access and maintain the sewer system in accordance with State Water Resources Control Board Order No. 2006-0003, also known as the Statewide General Waste Discharge Requirements for Sanitary Sewer Systems. Without easier access and regular maintenance, there is greater risk of sewer blockages, spills, and pipeline breaks within and adjacent to the Project Area. These risks are of greater concern with aging pipelines in backyards where issues may not be easily detected and could cause property damage.

10. Project Description:

The Project will construct replacement gravity sewer mains in public streets and will relocate portions of the City sewer system to improve access for City maintenance and sewer system reliability and function. The Project will be designed to current standards and constructed of materials that are more resistant to deterioration, breaks, and blockages than existing facilities. Existing sewers are constructed of vitrified clay pipe, with some segments too flat by current design standards, which impacts velocities and increases the likelihood of buildups to occur. The existing sewer system velocity at the peak flow is less than two (2) feet per second (fps), which is considered the velocity at which solids remain suspended and the sewer is "self-cleaning". Without this "self-cleaning" action, debris can build up, potentially backing up the sewer and causing odor issues. Therefore, the Project proposes new sewer lines that will be constructed of polyvinyl chloride (PVC) and designed with increased slopes where feasible to achieve higher velocities.

Existing and proposed gravity sewer mains, direction of flows, manholes and proposed points of connection are shown in Figure 4. The Project will relocate and replace approximately 5,000 linear feet of existing small diameter (8-inch and 12-inch) gravity sewer. This includes a 450-linear foot section of new sewer main proposed in Mildred Street between Granada Avenue and North Santa Anita Avenue, which will be replaced with an 8-inch sewer main in the street adjacent to the existing sewer main. This improvement is needed due to a sag in the pipe that is causing sewer to back up in the system; the replacement main in this segment will either be installed in the same trench or a parallel trench along the existing pipeline. The replacement pipeline in Mildred Street will remain the same size as the existing and will not alter the current sewer operations in terms of volume or capacity.

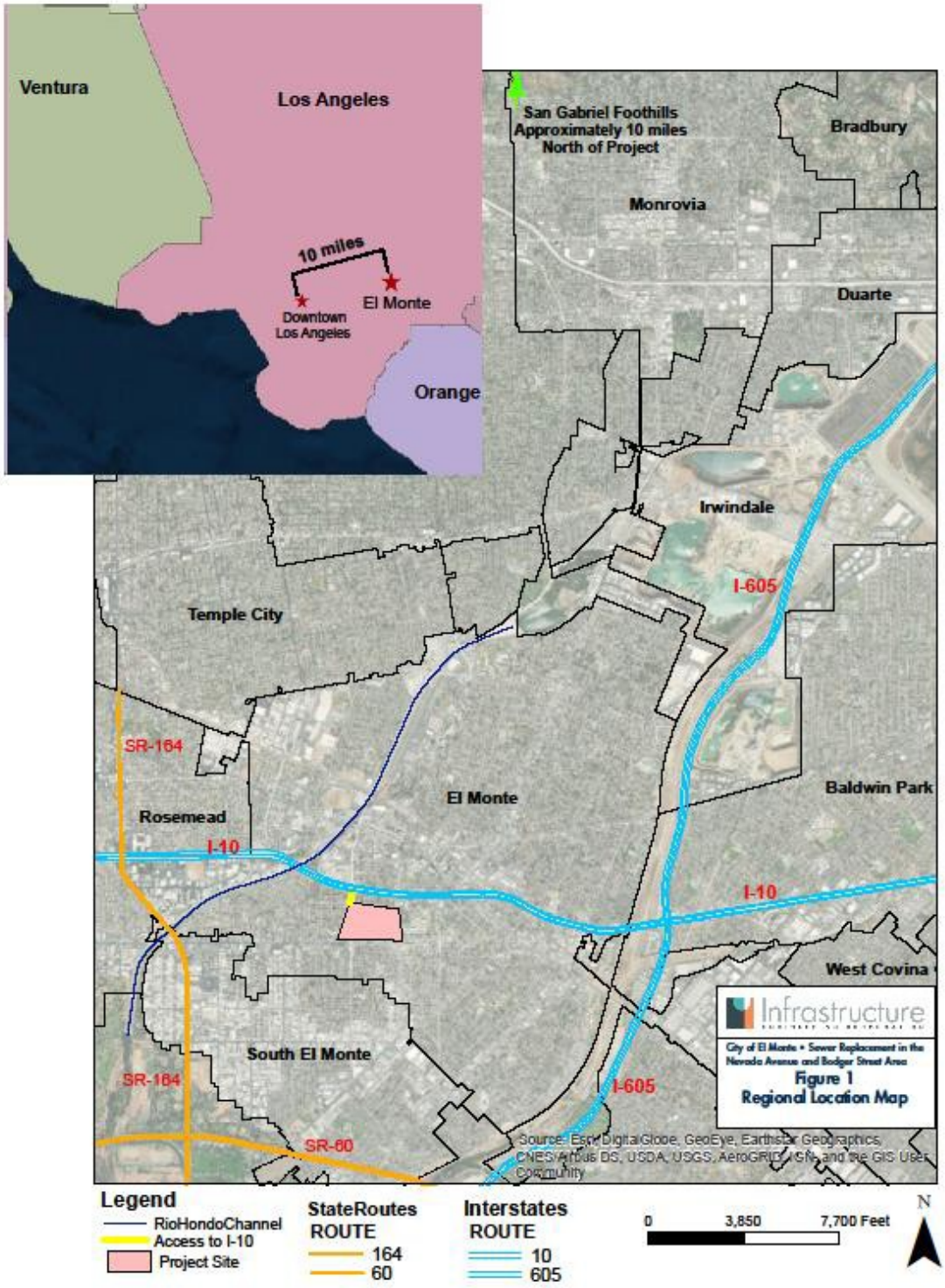
The Project will bring the sewer system up to current City Standards and improve overall reliability, as described above, by constructing new gravity sewer mains and manholes, and rehabilitating existing manholes, within the Project boundaries. The typical manhole detail for the Project is provided as Figure 5. The Project will also construct new gravity four-inch sewer laterals for service connections between cleanouts on adjacent private parcels and the new sewer mains in the streets. Existing sewer mains and laterals currently located on private property will be abandoned in place with a slurry fill, flowable cementitious material, and capped ends. Approximately 9,500 cubic yards of excavation is anticipated with the Project of which approximately 3,300 cubic yards would be import/export.

The Project consists of the following components:

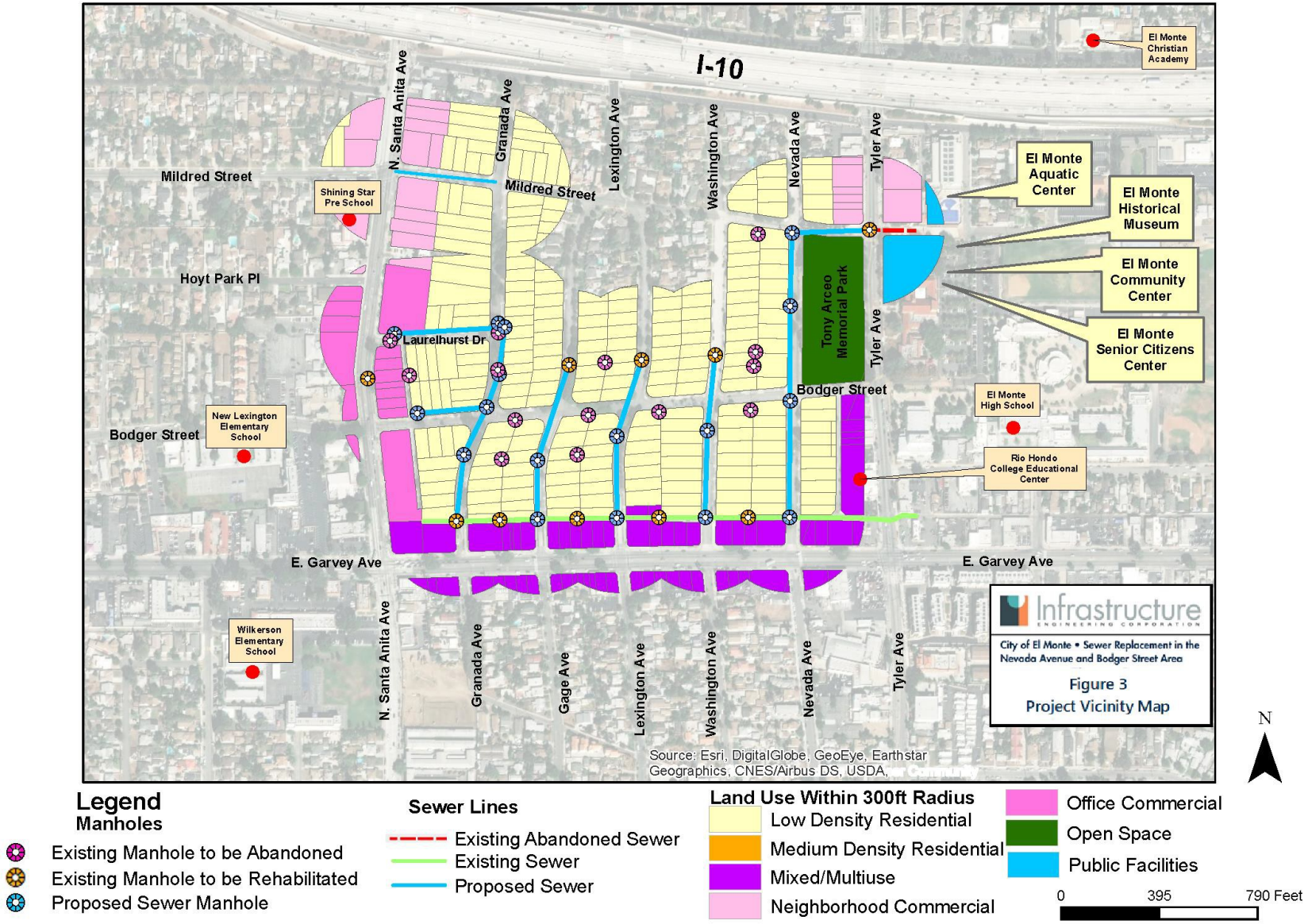
Table 1: Project Components	
New Manholes	30
Rehabilitation Manholes	10
New Relocated Gravity Sewer Collector Main	Approximately 5,000 linear feet
Parallel Replacement Sewer	Approximately 450 linear feet
Existing Sewer Line to be Abandoned in Place	Approximately 4,300 linear feet
Sewer Laterals	Approximately 16,000-25,000 feet

Effluent volume will not change with the Project and sewer service will not be interrupted during construction. Circulation within the Project Area and access to adjacent parcels will be maintained with temporary detours during construction. Upon completion, the Project will reroute flows from the north end of the Project into a different basin at the south end of the Project. Upsizing from 6-inch diameter to 8-inch diameter mains and to 12-inch diameter mains in some locations is proposed to meet current City design criteria.

- The Project will replace and relocate existing mains north of Bodger Street, that currently flow into the City sewer in a westerly direction towards North Santa Anita Avenue and ultimately into the City sewer system heading west on Bodger Street. This Project proposes to re-route those flows to a separate basin south of Bodger Street on Granada Avenue, which will ultimately be conveyed to an LACSD trunk sewer on Santa Anita Avenue.
- Existing mains south of Bodger currently flow into a southerly separate basin and connect to the City collection system on Granada Avenue and ultimately into to LACSD facilities heading south on Santa Anita Avenue and then into the Whittier Narrows Water Reclamation Plant. This Project proposes to replace those pipelines and maintain the direction of flow and connection to the LACSD trunk sewer.
- Existing mains will be abandoned in place. Abandonment in place will involve filling the old sewer mains with cement slurry (a liquid form of concrete typically used in construction) and capping the ends of the pipe.
- Service laterals will be constructed in building setbacks on private parcels to connect existing cleanouts to new sewer mains in the streets and will require some removal/replacement of ancillary structures and landscaping on private property.


Ventura
Los Angeles
Orange
10 miles
El Monte
Downtown Los Angeles
San Gabriel Foothills Approximately 10 miles North of Project
Bradbury
Monrovia
Duarte
Irwindale
I-605
Temple City
SR-164
Rosemead
El Monte
Baldwin Park
I-10
West Covina
South El Monte
SR-60
Infrastructure
City of El Monte • Sewer Replacement in the Nevada Avenue and Bodger Street Area
Figure 1
Regional Location Map
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Legend
RioHondoChannel
Access to I-10
Project Site
StateRoutes
ROUTE
164
60
Interstates
ROUTE
10
605
0
3,850
7,700 Feet
N


El Monte Christian Academy
I-10
El Monte Aquatic Center
El Monte Historical Museum
Grace Black Auditorium and Courtyard
El Monte Senior Citizens Center
Tony Arceo Memorial Park
Bodger Street
El Monte High School
Rio Hondo College Educational Center
E. Garvey Ave
N. Santa Anita Ave
Granada Ave
Lexington Ave
Washington Ave
Nevada Ave
Tyler Ave
Mildred Street
Hoyt Park Pl
Shining Star Pre School
Bodger Street
New Lexington Elementary School
Wilkerson Elementary School
Gage Ave
Infrastructure
City of El Monte • Sewer Replacement in the Nevada Avenue and Bodger Street Area
Figure 2
Project Location Map
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
N
Legend
School
Project Boundary
0
395
790 Feet

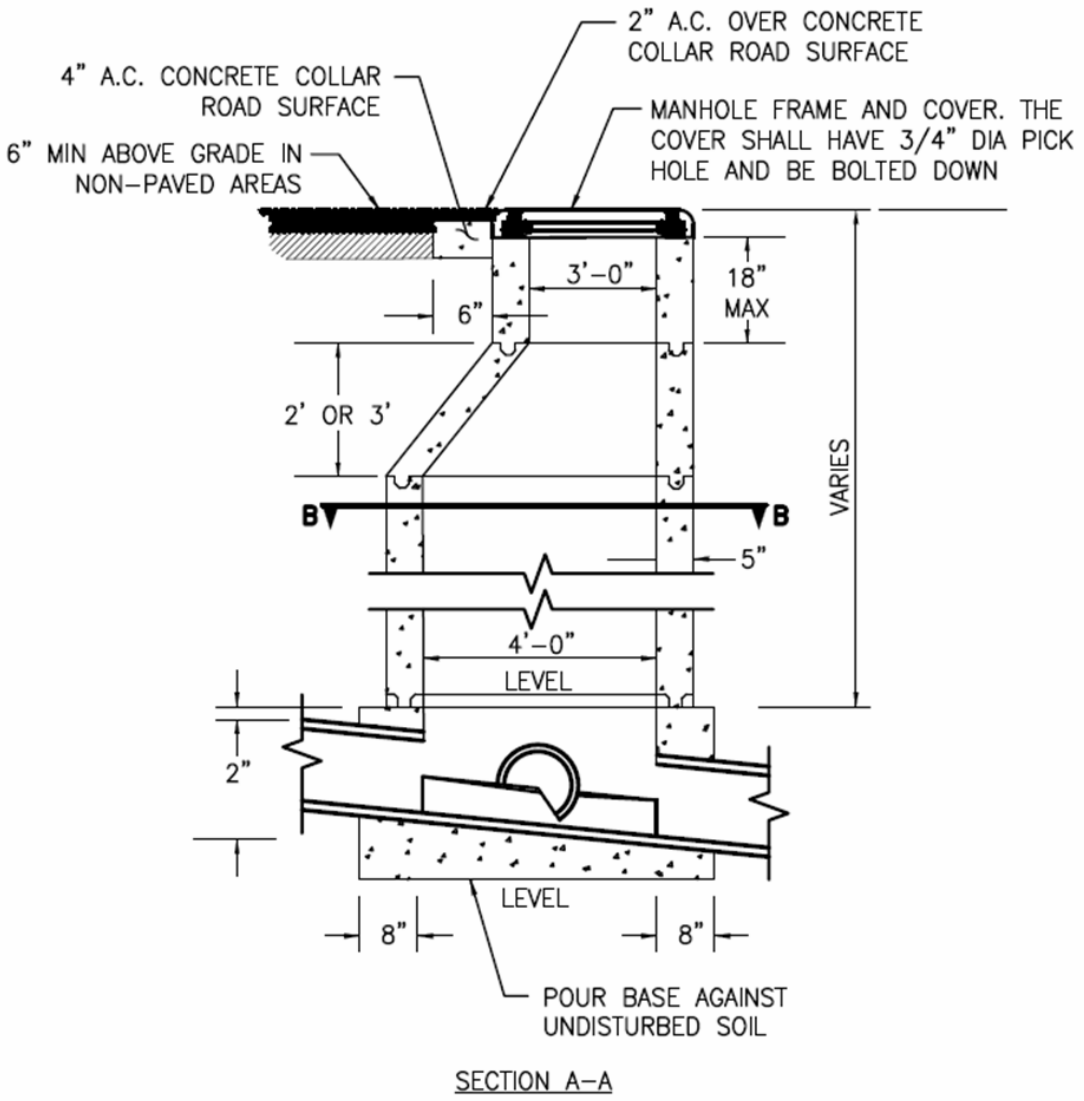

I-10
El Monte Christian Academy
N. Santa Anita Ave
Granada Ave
Lexington Ave
Washington Ave
Nevada Ave
Tyler Ave
Mildred Street
Shining Star Pre School
Hoyt Park Pl
Laurelhurst Dr
Tony Arceo Memorial Park
El Monte Aquatic Center
El Monte Historical Museum
El Monte Community Center
El Monte Senior Citizens Center
Bodger Street
New Lexington Elementary School
El Monte High School
Rio Hondo College Educational Center
E. Garvey Ave
Wilkerson Elementary School
Gage Ave
Infrastructure ENGINEERING CORPORATION
City of El Monte • Sewer Replacement in the Nevada Avenue and Bodger Street Area
Figure 3
Project Vicinity Map
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA,
N
Legend
Manholes
Existing Manhole to be Abandoned
Existing Manhole to be Rehabilitated
Proposed Sewer Manhole
Sewer Lines
Existing Abandoned Sewer
Existing Sewer
Proposed Sewer
Land Use Within 300ft Radius
Low Density Residential
Medium Density Residential
Mixed/Multiuse
Neighborhood Commercial
Office Commercial
Open Space
Public Facilities
0
395
790 Feet

Legend

- Proposed Sewer Manhole
- Existing Manhole to be Rehabilitated
- Existing City Sewer Manhole
- Existing LACSD Manhole
- Existing Manhole to be Abandoned
- Proposed Sewer
- Existing Sewer
- Existing LACSD Sewer
- Existing Abandoned Sewer
- Existing Sewer to be Replaced/Abandoned
- Lateral Connections

N

0 395 790 Feet



SECTION A-A

TYPICAL MANHOLE DETAIL

SCALE: NTS

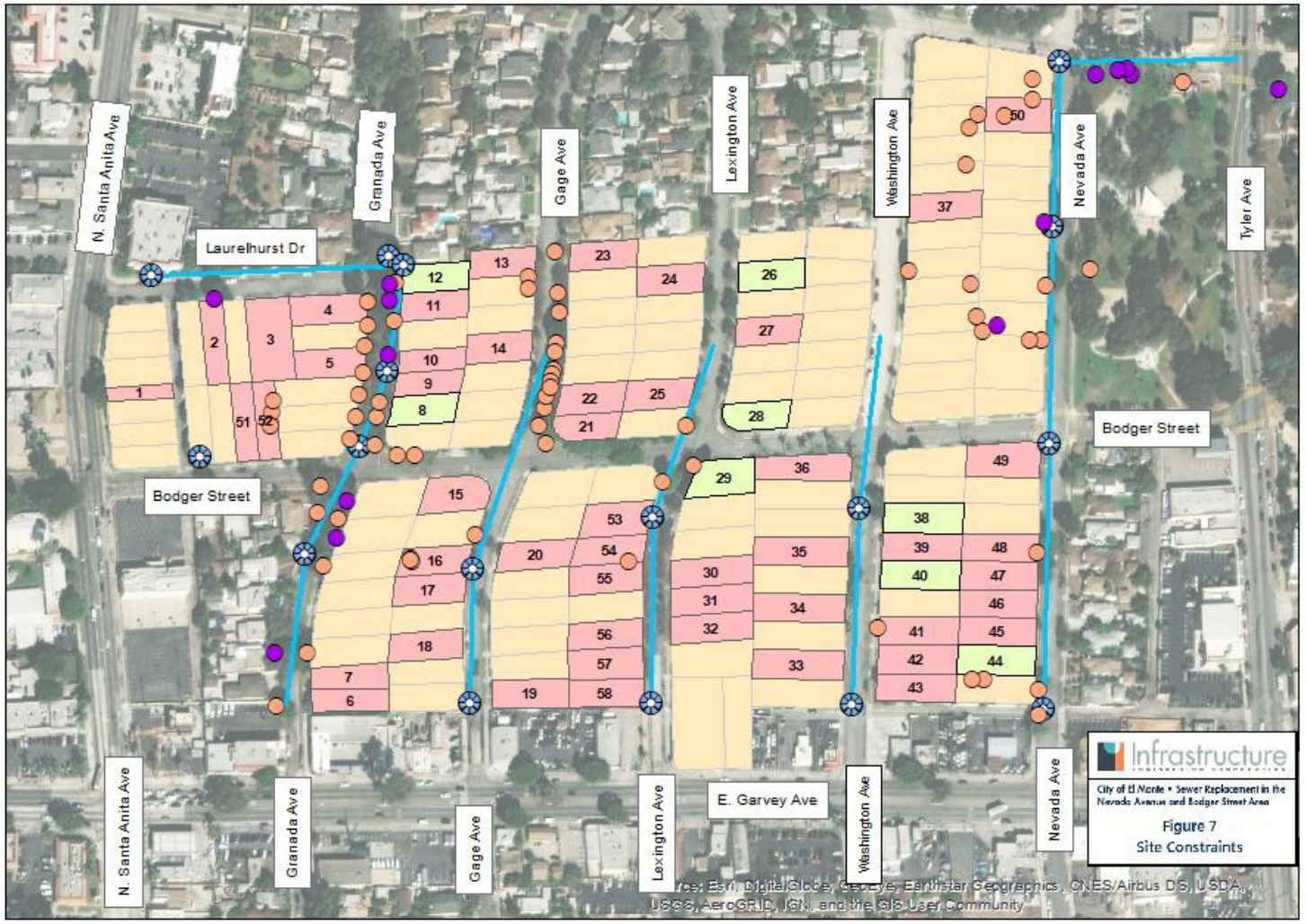
1

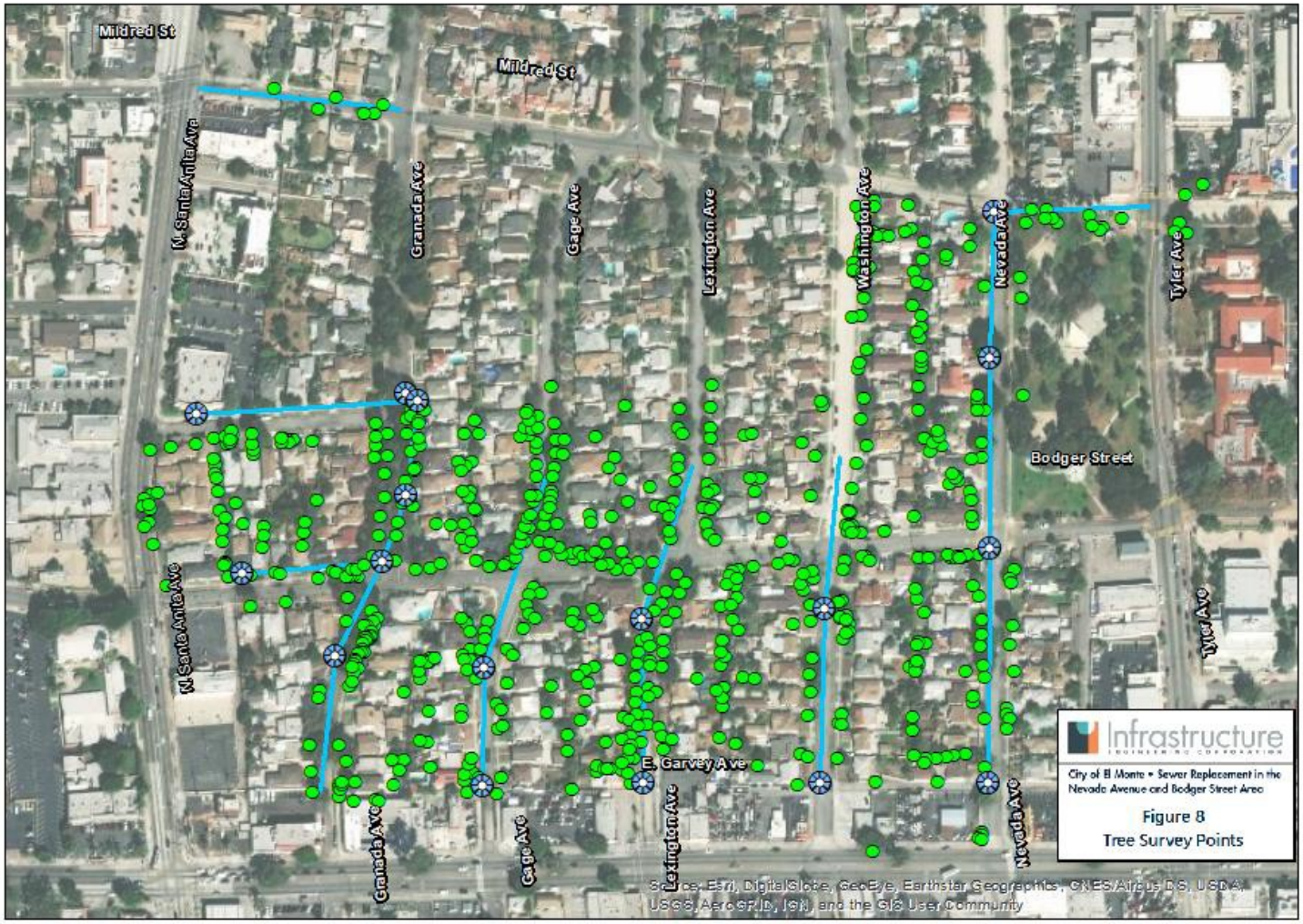
Infrastructure ENGINEERING CORPORATION

City of El Monte • Sewer Replacement in the Nevada Avenue and Bodger Street Area

Figure 5
Project Specifications


Mildred St
Santa Anita Ave
Bodger St
Garvey Ave
Infrastructure
Figure 6
1948 Aerial


N. Santa Anita Ave
Granada Ave
Gage Ave
Lexington Ave
Washington Ave
Nevada Ave
Tyler Ave
Laurelhurst Dr
Bodger Street
E. Garvey Ave
Infrastructure
City of El Monte • Sewer Replacement in the Nevada Avenue and Bodger Street Area
Figure 7
Site Constraints
N
Legend
Trees Over 50ft (14)
Trees 30 to 49ft (70)
Lateral Connection Parcel With No Modified Building Footprint or Architectural Alteration Noted
Lateral Connection Parcel With No Modified Building Footprint
Lateral Connection Parcels
Proposed Sewer Line
Proposed Manholes
0
195
390 Feet



Legend

- Tree Survey Points
- Proposed Sewer Manhole
- Proposed Sewer

0 225 450 Feet

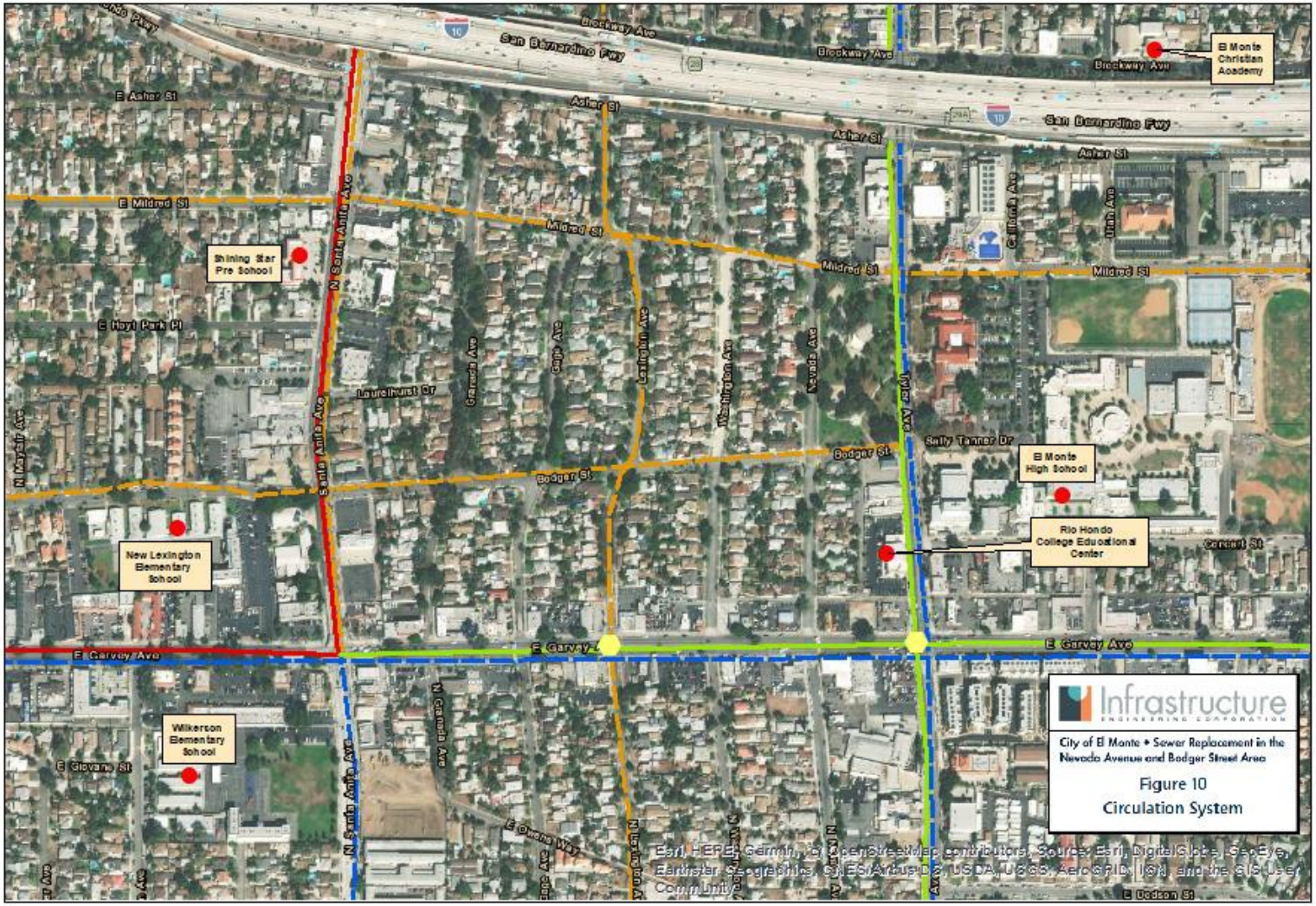
N

Legend

- Existing City Sewer Manhole
- Existing LACSD Manhole
- Existing Manhole to be Abandoned
- Existing Manhole to be Rehabilitated
- Proposed Sewer Manhole
- Proposed Sewer
- Existing Sewer
- Existing Abandoned Sewer
- Existing Sewer to be Replaced/Abandoned
- Existing LACSD Sewer
- Drilled Boring Locations, DB-1 to DB-10 (Geotechnical Evaluation Report, 9/13/2019)
- Hand Auger Boring Locations, B-1 to B-10 (Pre-Construction Environmental Evaluation Report, 2/05/2020)

N

0 290 580 Feet



Legend

- Trolley Stop
- School
- Metro Local Bus
- Metro Rapid Bus
- Proposed Class II Bike Lane (2015)
- Proposed Class III Bike Boulevard (2015)

N

0 395 790 Feet

Project Phasing and Schedule:

Construction will involve approximately 1.2 acres of disturbed surface: Gravity Main and manholes = 21,000 SF (0.5 acres), Sewer Laterals = 30,000 SF (0.7 acres). There will be a total of 5,500 cubic yards of excavation (of the 5,500 CY excavated, 1,300 CY is exported/imported). The Project will be phased in a sequential and linear manner with each segment consisting of approximately 100 to 500 linear feet of new gravity sewer main installed each day between connection points. For example, as shown on Figure 4, the new pipeline segment along Mildred Street between Nevada Avenue and Tyler Avenue constitutes one segment between two manhole connection points in the existing system. Each segment of new gravity sewer main will take approximately one to two months to complete. The Project is estimated to take a total of 10 months to complete and will be implemented to avoid conflicts with the operations of school and community facilities which are adjacent to the Project and in the Project Vicinity. The anticipated timeline for construction is May 2021 to June 2022.

A traffic control plan will be implemented with the Project to detour through traffic around active construction zones and to limit access within active construction zones to essential trips. Contractor and staff will communicate with the City and the schools and community facilities operators so that active construction phasing occurs near these facilities during times when facility use is low. Likewise, the contractor shall provide advance notice on when, where and what types of construction will take place at various locations near these facilities. Communication will be by mail or door hangers regarding partial street closures, construction activities, and detours. A project hotline will be established and posted within the Project Area for community feedback.

The City's permissible work hours for the Project are within the following time frames:

1. On Tyler Avenue, Santa Anita Avenue, Garvey Avenue, Bodger Street, Mildred Street, and within 100 feet of intersections with those streets, work shall be performed between the hours of 7 A.M. to 5 P.M., Monday through Friday.
2. On all other streets within the project area, work shall be performed between the hours of 8 A.M. to 5 P.M., Monday through Friday.

A construction crew will be on each affected private property for approximately 1-4 weeks to construct and connect new laterals to each existing cleanout and to connect new laterals to the new gravity sewer main. Each parcel will be reviewed in the field to determine the location of existing lateral and cleanouts and where the new replacement laterals can be located to minimize disruption of the existing site and occupants in advance of construction. Existing segments of sewer main will be abandoned-in-place after new pipelines are fully installed, tested, and ready for operation. Abandonment in place will involve filling the old sewer mains with a slurry and capping in place. Construction activities will generally consist of the following:

- Existing surface features will be cleared, and pavement will be saw-cut and removed for the full width of the trench (24-inches to 36-inches). Trench depths will range throughout the Project between 5- to 15-feet deep depending on connections to existing facilities.
- Soil under the pavement will be excavated to create a new pipeline trench. Native soils that are removed from the trench will be tested to determine suitability for reuse and temporarily

stockpiled alongside the trench alignment (within the allowable working corridor in the street) while the new pipeline is being installed and until the native soils can be used to backfill the trench or transported for disposal of at an appropriate landfill. The work area needed within the street for pipeline construction is anticipated to be 10- to 20-feet wide to accommodate equipment, workers, tools, materials, and temporary stockpiles. The work area in the street will be approximately 15 feet by 20 feet for each manhole.

- An excavator will be used to install pipe sections into the bottom of the trench. Trucks, backhoes, and/or loaders will bring imported crushed rock into place within the pipe zone (the zone within approximately 1-foot surrounding the new pipeline).
- Excess soil or unsuitable soils will be hauled from the site and disposed of at an approved land fill. Clean fill will be brought to the site, if needed as backfill, to restore trenches to existing topography.
- The trench zone (the area above the pipe zone to existing grades) will be backfilled with material previously excavated from the trench and stabilized, unless any native excavated materials are found to be unsuitable and clean imported materials are required as determined by the City inspector or geotechnical engineer.
- New manholes will be constructed.
- Following proper compaction of all trench backfill, the trench will be repaved with temporary asphalt in accordance with the City requirements. Following the completion of all pipeline construction, existing manholes will be rehabilitated, and temporary pavement will be laid over disturbed areas.
- Trenches that are not backfilled by the end of each day will be covered with trench plates to reestablish the normal flow of traffic during non-working hours.

After installation, all segments of pipeline will be installed, backfilled, tested, verified, and then connected to City of El Monte sewer systems. Manhole construction will include excavation, installation of a cast-in-place concrete foundation base with benching/shelves and sloped channels for proper sewer flow, installation of pre-cast concrete risers (wall) from the base to the surface, and installation of cast iron manhole frames and covers (for access) at the paved surface. Temporary sewer bypassing will be required (by either use of a Vactor truck, bypass plugs, and/or bypass pumps) in order to maintain continuous sewer service during construction of new manholes and connections to existing facilities. It is anticipated that existing cleanouts will be used as connections with most new laterals; however, some existing cleanouts may need to be replaced. Manhole rehabilitation will consist of rehabilitating and lining the inside surface of the manholes. The crews working on the mains in the streets will not exceed 15 individuals at any one time and the crews working on the sewer laterals and cleanouts on private parcels will not exceed 5 individuals at any one time.

11. Permits and Approvals:

The Project will comply with a number of regulations that are summarized in this section. Compliance with these regulations and mitigation measures for the Project is outlined in the Mitigation Monitoring and Reporting Program (MMRP) for the Project and will be enforced through implementation of the MMRP during plan check and construction. There will be a Storm Water Pollution Prevention Plan

prepared for the Project, in compliance with the State Water Board's General Construction Storm Water Permit (Water Quality Order 99-08-DWQ) and as discussed in detail in Section 14.X herein. The SWPPP will identify all potential pollution sources that could come into contact with stormwater leaving the Project Area during construction. It will contain BMPs, such as cleaning track-out areas, covering haul loads and stockpiles, that will reduce dust, debris and pollutants entering surface flows from the Project during construction and will include record keeping of site inspections and the follow-up maintenance that is to be performed. A copy of the SWPPP will be kept at the construction site within the Project Area during the entirety of construction for compliance recordkeeping and for reference. The Project will be in compliance with the City of El Monte's Tree Protection and Preservation Ordinance, Chapter 14.03 of the El Monte Municipal Code (EMMC), as applicable as discussed in Section1 14.I, 14.IV and 14.XI herein. The Project will be in compliance with South Coast Air Quality Management District Rules 403 and 1466 pertaining to fugitive dust emissions reduction and Best Available Control Measures for reducing toxic air contaminates as discussed in Sections 14.III and 14.IX of this report. The Project will comply with the Migratory Bird Treaty Act to minimize impacts on migratory bird nests as discussed in Section 14.IV of this report. Construction will comply with Chapter 12.20 of the El Monte Municipal Code regarding trench excavation. The following plans are required, as discussed in Section 14.IX herein, related to hazardous material handling pursuant to California Department of Toxic Substances Control, California OSHA and/or California EPA: Hazardous Materials Management and Contingency Plan, Health and Safety Plan, Lead Compliance Plan, Excavation and Transportation Plan, and Traffic Control Plan. The Project must comply with the City's Noise Ordinance as discussed in Section 14.II. Work on private property will be subject to landowner and Planning Department approval. Full, complete, and bid-ready construction plans, and specifications will be prepared in compliance with the latest version of Public Works Greenbook and EMMC.

12. Potential Environmental Impacts:

The analysis presented in this Initial Study indicates that the proposed Project has the potential to result in one or more significant direct, indirect, and/or cumulatively considerable effects and includes analysis of the following environmental subjects:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Mandatory Findings of Significance

Based on the analysis provided in the Environmental Checklist portion of this ISMND, the proposed Project **does not have** the potential to result in significant effects on the environment because the Project will implement feasible mitigation measures from the Mitigation Monitoring and Reporting Program for the Project to reduce all of those effects to below thresholds of significance. Mitigation measures from the MMRP will be incorporated onto construction plans for the Project as notes and specifications on the plan set that will be verified through the plan check process. Construction compliance with these mitigation measures will be verified through the City inspection process.

13. Summary of Environmental Factors Potentially Affected:

The Project would not affect any environmental factors resulting in a Potentially Significant Impact after mitigation. A summary of the environmental factors potentially affected by this Project, consisting of a Potentially Significant Impact Unless Mitigated, include:

☒ Aesthetics	☐ Agriculture / Forestry Resources	☒ Air Quality
☒ 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

ENVIRONMENTAL CHECKLIST

14. Environmental Checklist

This section analyzes the potential environmental impacts which may result from the proposed Project. For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and answers are provided according to the analysis undertaken as part of the Initial Study. The analysis considers the Project's short-term impacts (construction-related), and its operational or day-to-day impacts. For each question, there are four possible responses. They include:

1. ***No Impact*****.** Future development arising from the Project's implementation will not have any measurable environmental impact on the environment and no additional analysis is required.

2. ***Less Than Significant Impact*****.** The development associated with Project implementation will have the potential to impact the environment; these impacts, however, will be less than the levels or thresholds that are considered significant and no additional analysis is required.

3. ***Potentially Significant Unless Mitigated*****.** The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the Project's physical or operational characteristics can reduce these impacts to levels that are less than significant.

4. ***Potentially Significant Impact*****.** Future implementation will have impacts that are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. 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 nonurbanized 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?	☐	☒	☐	☐

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant With Mitigation Incorporated. Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly-valued landscape for benefit of the General Plan. The City of El Monte General Plan identifies mountain ranges, including the San Gabriel Mountains, as well as resources within the Project Area, such as the numerous trees and older structures shown in Figure 6 and located within the Downtown Residential and Cultural Subdistricts of the Downtown District, as important visual resources for the City of El Monte and El Monte's Community Character (El Monte General Plan 2011). See Figures 7 and 8.

The San Gabriel Mountains rise to an elevation of approximately 10,000 feet above mean sea level and are located approximately 10 miles north of the Project. The peaks of the mountains are highly visible from many locations in the Project Area. The Interstate-10 Freeway is built in an east-west direction and approximately 1 mile north of the Project Area with an elevated profile that appears to be almost twice as tall as any structure in this area. The I-10 Freeway blocks direct views of the foothills from the Project Area. The Project itself does not propose temporary or permanent above ground modifications at a scale (height or mass) that will block views of the mountain peaks or exceed the height of existing structures within the Project Area. Therefore, the Project would not change views associated with the San Gabriel Mountains either temporarily or permanently. Modifications with the Project will be mostly below grade or at grade, at a location where ground elevation is approximately 270 feet above mean sea level. The Project may involve temporary stockpiles and permanent replacement of ancillary structures such as fences, portions of driveways/walkways, and landscaping all of which would be below the height of existing residential structures. All required above-ground restoration will involve returning areas impacted by the Project to pre-project conditions to the greatest extent feasible. No permanently changed views of the mountains would occur with the Project from any public or private vantage points. The Project could increase visibility of the mountains from street-level views from trimming or if tree

removal is needed. However, the Project will not block views of the San Gabriel Mountains from the Project Area.

Existing development of one-story residential structures (about 35 feet in height) built along the public right-of-way, local streets, collectors and arterials, and mature landscaping, including trees, within the Project Area are all considered significant aesthetic resources, which contribute to the community character in the City of El Monte, according to the General Plan. The crowns of the largest trees within the Project Area are visible from distant surrounding vantage points. A tree removal and replacement program are being implemented by the City on an on-going basis is intended to reduce hazards associated very large trees growing within the mostly single-story older residential neighborhoods found within and surrounding the Project Area. The City has been working with residents on protocol and mitigation for tree removals and replacements within the Project Area and Chapter 14.03 of the Municipal Code, the City's Tree Protection and Preservation Ordinance, is applicable to the Project. Objectives for the Project include minimizing impacts on existing tree roots through avoidance and protection in place. Therefore, impacts on larger trees are considered less than significant.

Views of street-level aesthetic resources in the Project Area are not highly visible from outlying vantage points due to relatively flat topography, existing built-out development patterns, and layout of the street grid and the I-10 Freeway all of which limit expansive views of these resources. The Project Area is gently sloping to the southwest. Without significant grade differential, the street grid and development with buildings approximately 35 feet in height limit views of aesthetic resources along each local street. In particular, east-west views are limited to localized areas along individual streets. Views of the Project Area from north-south view corridors are from intersections of local streets with the arterials and collectors, which bound the Project Area, such as Mildred Street looking south and East Garvey Avenue looking north at intersections.

Proposed phased construction will involve short-term and temporary visual changes at street-level along the public right-of-way, encompassing 100 to 500 linear feet each day, where active trenching, construction and staging are located, and will include construction equipment and temporary screening which is required for the Project by the South Coast Air Quality Management District. As such, construction of the Project will temporarily change street-level views within the Project Vicinity that are considered important visual resources to the City of El Monte. Temporary visual impacts in these areas will consist of equipment within active construction zones; limited views of construction equipment and vehicles; temporary signage; staging; and some construction traffic occurring during construction hours. Due to the temporary and short-term nature of these visual impacts, aesthetic impacts during construction are not considered significant. Likewise, due to the planned phasing of the Project, active construction will occur when community activity levels at the park, Cultural Complex, Aquatic Center, and El Monte High School are lowest or held at alternative locations and will affect the fewest numbers of patrons. Trenched areas will be backfilled or plated at the end of each day. For these reasons temporary impacts on views are considered less than significant.

Significant permanent changes in street-level views, associated with trenching for new sewer laterals, may be associated with replacement of landscaping and replacement of ancillary structures such as fences or portions of driveways and walkways or if sidewalk stamps are damaged. The significance of related

impacts would be based on the level of modifications resulting in individual impacts on a single parcel or if resources along the streets on adjacent parcels would be modified involving cumulative impacts associated with a number of minor changes on contiguous parcels. The City intends to protect sidewalk stamps, avoid impacts on larger trees and tree roots and restore parcels to original conditions to the greatest extent feasible after sewer laterals are in place. Restoration will also be consistent with current codes and ordinances. The City will implement Mitigation Measures AES-1 and AES-2 which will require property modifications to be consistent with the City's Comprehensive Design Guidelines, as verified by the City Planning and Public Works Departments, as well as owner authorization for work on proposed on private parcels prior to start of trenching and construction. Implementation of Mitigation Measures AES-1 and AES-2 will reduce potentially significant permanent impacts on a scenic vista to less than significant. Permanent modifications to landscaping and ancillary structures will also be implemented according to the Design Element and Mitigation Measures LAND-1 and Standard Condition Plans, Programs, and Policies BIO-3 through BIO-5, which require homeowner approval and design review by the City Planning Department, tree assessment by the City Arborist, an appraisal for Heritage Trees, and replacement trees planted at a ratio of at least 2:1 and based on appraised tree value; Sidewalk stamps will be protected pursuant to Mitigation Measures CUL-1 through CUL-3; Therefore, impacts on scenic resources, including cumulative impacts, are anticipated to be less then significant with mitigation.

Tree and vegetation trimming, removal and replacements will be done in accordance with the City of El Monte Municipal Code, Chapter 14.03 – Tree Protection and Preservation Ordinance (Ord. No. 2791, § 2, 3-20-2012) as well as Standard Conditions BIO-3 through BIO-5 which requires a tree appraisal for existing Heritage Trees and at least 2:1 replacement equaling the appraised tree value. The City Tree Ordinance has detailed requirements for trimming, removals and replacements. The Ordinance requires tree assessment by a qualified third-party arborist and a replacement plan drafted by the City Arborist prior to issuance of a Tree Removal Permit by the City. Tree replacements are done at the discretion of the City Arborist and consist of 24-inch, 36-inch box, and 48-inch box. Replacement size is dependent upon the size of the tree removed, tree species, and the size and conditions of the area to be replanted. Heritage Tree replacement requires a Tree Appraisal. Full mitigation for tree removals is achieved at a ratio of at least 2:1 or in accordance with the value of the tree pursuant to the Tree Appraisal as required by Standard Conditions BIO-3 through BIO-5.

With the implementation of Mitigation Measures CUL-1 through CUL-3 pertaining to the protection of historic sidewalk stamps, the Project will involve negligible modification to existing conditions in the public right of way and will be constructed to minimize the need for permanent modification to existing above-ground features within the public right-of-way and on private property pursuant to Project Objectives. Any permanent above-grade improvements made with the Project will consist of replacement of landscaping (shrubs and trees) and replaced appurtenant structures (fences/walls or driveways) which will be constructed with minimal change from existing conditions. Any visual modifications associated with the Project are anticipated to be localized and not highly visible outside of the immediate location of the improvements as discussed further in Response 14.I b) below.

For the reasons stated above, the Project could have a less than significant impact on the scenic vista with the incorporation of mitigation.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant. Refer to 14.I a). There are no rock outcroppings observed within the Project Area and Project Vicinity during a site visit conducted on October 18, 2018, and the Project would have no related impacts. The nearest officially designated Scenic Highway is Route 2, Angeles Crest Scenic Byway, which is approximately 20 miles northwest of the Project according to the CalTrans website. Route 2 is built at an approximate elevation of 400 feet above mean sea level. Topography between the Project and the scenic highway gently slopes down in southwest direction toward elevation 270 feet above mean sea level within the Project Area. The I-10 Freeway is a significant visual barrier, between the Project Area and the scenic highway to the northeast of the Project; there are 20 miles of urbanization between the Project and Route 2; and, existing development north of the Project is built at a higher ground elevations further north. Therefore, direct views from Route 2 to the Project are obstructed by existing land use patterns north of the Project Area. The distance separating the Project and Route 2 additionally buffers definitive views of the Project from the scenic highway. For the reasons stated above, any above-ground modifications within the Project Area, such as tree trimming, removal, and removal/replacement of fences, would not likely be perceptible from Route 2 and changes due to the Project are not considered significant on the scenic highway.

There are numerous older structures and trees located within the Project Area, as documented in Figures 6, 7, and 8 and Tables I-1 and I-2 that the City considers as important resources. The Community Design Element identifies these structures and features located in the Project Area as important to the community image of the City of El Monte because they reflect El Monte's community character. Stated objectives of the Community Design Element indicate that the City intends to implement a unified landscape theme within most of the Project Area that will be based on replanting street trees to enhance the livability and aesthetics of this area of the City. An example of this are the current tree replacements which are occurring along Granada Avenue within the Project Area. The City is currently implementing this program to replace dead, diseased and hazardous trees with species that have been approved by the community. This program is implemented by City staff with input from the City Arborist, third-party arborists and appraisers and the residents.

In addition to the historic sidewalk stamps Circa 1920's and 1930's that have been documented in the Project Area per the Cultural Resources Survey Report prepared for the Project (Laguna Mountain 2019), most structures within the Project Area do not appear to be newly constructed. Review of the Los Angeles County Tax Assessor Records shows that all but one structure within the Project Area were built between 1928 and 1954. The age of most of the structures within the Project Area, over 50 years old, makes them eligible for historic designation pursuant to Section 15064.5 of the CEQA Guidelines. However, Tax Assessor records and historic aerial photos of the Project Area indicate that that all but 58 structures within the Project Area have undergone extensive renovations involving significant bedroom and bathroom additions and increased square footage from the original building area. Further review of the Tax Assessor records, and a street survey indicates that most of these 58 structures have architectural alterations which are not consistent with the original era of construction. A street survey of the neighborhood indicates that most of the structures with an unmodified footprint and layout have modern

architectural features, exterior treatments, and new windows and window frames, modern doors and patio covers, which are not architecturally consistent with their original construction period. There are no known sites within the Project Area that have been officially designated as historic.

Table I-1: Project Area Tax Assessor Data – El Monte California

Site	Address	Notes	Year Built	Aerial
1	3118 SANTA ANITA AVE	Converted to a Market	1953	Aerial from 1954 shows similar square footage to existing.
2	10618 LAURELHURST DR	New siding and windows	1948	Aerial from 2004 show similar square footage to existing.
3*	**10624 LAURELHURST DR**	**Converted garage w/Roll up door**	**1942**	Aerial from 1948 shows similar square footage to existing.
4	3129 GRANADA AVE	New windows	1948	Aerial from 1994 shows similar square footage to existing.
5	3117 GRANADA AVE	New windows	1941	Aerial from 1948 shows similar square footage to existing.
6	3018 GRANADA AVE	New windows	1928	Aerial from 1948 shows similar square footage to existing.
7	3022 GRANADA AVE	New windows	1928	Aerial from 1954 shows similar square footage to existing.
8*	**3110 GRANADA AVE**	**Patio Cover added**	**1940**	Aerial from 1948 shows similar square footage to existing.
9*	**3114 GRANADA AVE**	**Covered Porch Added**	**1947**	Aerial from 1948 shows similar square footage to existing.
10	3118 GRANADA AVE	Building addition	1952	Aerial from 1954 shows similar square footage to existing.
11	3124 GRANADA AVE	New Windows	1948	Aerial from 1972 shows similar square footage to existing.
12*	**3126 GRANADA AVE**	**NA**	**1948**	Aerial from 1954 shows similar square footage to existing.
13*	**3135 GAGE AVE**	**NA**	**1948**	Aerial from 1954 shows similar square footage to existing.
14	3119 GAGE AVE	New Windows	1954	Aerial from 1954 shows similar square footage to existing.
15	3053 GAGE AVE	New Garage Door, Covered Walkway	1950	Aerial from 1952 shows similar square footage to existing.
16	3043 GAGE AVE	Covered Metal Driveway (Porte Cochere) added	1929	Aerial from 1964 shows similar square footage to existing.
17	3037 GAGE AVE	Textured stucco added	1929	Aerial from 1948 shows similar square footage to existing.
18	3027 GAGE AVE	Textured Stucco Added	1929	Unclear from aerials prior to 2003
19	3018 GAGE AVE	New Windows Added	1929	Unclear from aerials prior to 2003
20	3044 GAGE AVE	New Windows	1950	Aerial from 1952 shows similar square footage to existing.
21	3106 GAGE AVE	New Windows	1948	Aerial from 1954 shows similar square footage to existing.
22	3110 GAGE AVE	New Windows	1948	Aerial from 1952 shows similar square footage to existing.
23	3136 GAGE AVE	New Windows	1949	Aerial from 1954 shows similar square footage to existing.
24*	**3129 LEXINGTON AVE**	**New Roll up Garage Door**	**1947**	Aerial from 1948 shows similar square footage to existing.
25*	**3109 LEXINGTON AVE**	**Tiled front steps and rain gutters**	**1940**	Aerial from 1948 shows similar square footage to existing.
26*	**3130 LEXINGTON AVE**	**NA**	**1941**	Aerial from 1948 shows similar square footage to existing.
27	3120 LEXINGTON AVE	Façade added	1941	Aerial from 1948 shows similar square footage to existing.
28*	**3104 LEXINGTON AVE**	**Roll up Garage Door**	**1941**	Aerial from 1948 shows similar square footage to existing.
29*	**3050 LEXINGTON AVE**	**Roll up Garage door**	**1950**	Aerial from 1950 shows similar square footage to existing.
30	3036 LEXINGTON AVE	New Windows	1929	Aerial from 1954 shows similar square footage to existing.
31	3034 LEXINGTON AVE	New Windows	1929	Aerial from 1954 shows similar square footage to existing.
32	3030 LEXINGTON AVE	New Windows	1929	Aerial from 1948 shows similar square footage to existing.
33	3025 WASHINGTON AVE	New Windows	1939	Aerial from 1948 shows similar square footage to existing.
34	3031 WASHINGTON AVE	New Windows	1939	Aerial from 1948 shows similar square footage to existing.
35	3043 WASHINGTON AVE	New Windows	1941	Aerial from 1948 shows similar square footage to existing.
36	3057 WASHINGTON AVE	New Windows	1932	Aerial from 1948 shows similar square footage to existing.
37	3140 WASHINGTON AVE	New Windows	1927	Aerial from 1948 shows similar square footage to existing.
38*	**3048 WASHINGTON AVE**	**Side Awning**	**1939**	Aerial from 1948 shows similar square footage to existing.
39	3044 WASHINGTON AVE	New Windows	1942	Aerial from 1964 shows similar square footage to existing.
40*	**3038 WASHINGTON AVE**	**NA**	**1940**	Aerial from 1948 shows similar square footage to existing.
41	3028 WASHINGTON AVE	New Windows	1931	Aerial from 1948 shows similar square footage to existing.
42	3024 WASHINGTON AVE	New Windows	1942	Aerial from 1948 shows similar square footage to existing.
43	3020 WASHINGTON AVE	New Windows	1951	Aerial from 1954 shows similar square footage to existing.
44*	**3023 NEVADA AVE**	**NA**	**1941**	Aerial from 1948 shows similar square footage to existing.
45	3027 NEVADA AVE	Stucco Facade	1930	Aerial from 1948 shows similar square footage to existing.
46	3031 NEVADA AVE	New Windows	1942	Aerial from 1964 shows similar square footage to existing.
47	3037 NEVADA AVE	New Windows	1941	Aerial from 1964 shows similar square footage to existing.
48	3043 NEVADA AVE	New Windows	1941	Aerial from 1948 shows similar square footage to existing.
49	3057 NEVADA AVE	New Windows	1938	Aerial from 1948 shows similar square footage to existing.
50	3155 NEVADA AVE	New Windows	1940	Aerial from 1948 shows similar square footage to existing.
51	10623 BODGER ST	New Windows	1945	Aerial from 1948 shows similar square footage to existing.
52*	**10627 BODGER ST**	**NA**	**1941**	Aerial from 1948 shows similar square footage to existing.
53	3045 LEXINGTON AVE	Exterior red brick facade modifications	1929	Aerial from 1964 shows similar square footage to existing.
54	3041 LEXINGTON AVE	Exterior stucco façade modification	1929	Aerial from 1964 shows similar square footage to existing.
55	3037 LEXINGTON AVE	Exterior stucco façade modifications	1929	Aerial from 1948 shows similar square footage to existing.
56	3029 LEXINGTON AVE	New Windows	1929	Aerial from 1948 shows similar square footage to existing.
57	3023 LEXINGTON AVE	New Windows	1928	Aerial from 1948 shows similar square footage to existing.
58	3019 LEXINGTON AVE	Exterior brick & stucco modifications	1928	Aerial from 1948 shows similar square footage to existing.

***Extensive exterior modification not noted during field visit conducted on 7/30/2019**

Some vegetation and trees within the Project Area, as shown on Figure 6 appear to be the same as shown on historic aerial photographs (HistoricalAerials.com). Figure 7 shows the locations of 14 trees in the Project Area, located mainly along Granada Avenue (south of Laurelhurst Drive) and Mildred Street (near Tony Arceo Memorial Park and the Cultural Complex) and one tree on Laurelhurst Drive, which are estimated to exceed 50 feet in height. There is a total of 14 trees with estimated heights between 30 and 50 feet tall, located within the Project Area, as shown in Figure 8, that could be from original plantings prior to 1948. Due to the size of the canopies of these older trees, it is anticipated that tree roots may extend into the street right-of-way and into private parcels. It is anticipated that root pruning may not be feasible for these larger trees. It is the City's intent to protect in place and avoid tree roots during construction. However, portions of the Project may require tree removal. Project impacts to these trees, such as trimming or removal, are considered a potentially significant cumulative Project impact. This is discussed in further detail in Response 14.I c).

Collectively, the historic nature of the structures, trees and features located within the Project area, as described above, contribute to El Monte's character and image, and are designated as important community features and visual resources in the Downtown Residential and Cultural Subdistricts of the Downtown District on Figure CD-1, Community Design Policy Plan of the of the City Design Element (El Monte, 2011). Potential impacts on these resources are discussed further in Response 14.I c) below but would not involve significant impacts within a state scenic highway for the reasons stated above. Therefore, the Project will not substantially damage scenic resources within a state scenic highway and impacts are considered less than significant in this regard.

c) In nonurbanized 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 scenicquality?

Less Than Significant With Mitigation Incorporated. Refer to 14.I a) and 14.I b). The General Plan Community Design Element identifies the Project Area and Project Vicinity, as having local historical significance to the El Monte community due to structures and features located here representing El Monte's early history and contributing to existing visual character and quality of the City of El Monte. Important resources identified by the General Plan in this regard include the El Monte Cultural Complex, (Historical Museum, Grace Black Auditorium and Courtyard, and El Monte High School) due to association with the Boger Seed Company; Tony Arceo Memorial Park, which appears on historical aerials of 1948; street trees (some of which may appear on historical aerials) and historic-era sidewalks, which are stamped Circa 1920's and 1930's and appear to be from original development in the City. In addition, the General Plan includes a Community Design Element with guidelines for preservation of character with improvements on private property located in the Project Area. The General Plan identifies trees within the Project Area and older structures as important resources contributing to livability of the City and visual character and quality. All of these resources collectively contribute to visual character and quality within the Project Area and are visible from vantage points located along public streets within the Project Area and partially from public facilities to the east within the Project Vicinity, which are considered culturally

significant and important to the El Monte Community. These include Tony Arceo Memorial Park, the Cultural Complex, El Monte High School, and El Monte Aquatic Center.

The Project and Project Vicinity are located within the Cultural and Residential Subdistricts of the Downtown District of the Community Design Element, with Tony Arceo Park being within the Cultural Subdistrict and the remaining portions of the Project Area located within the Residential Subdistrict. The General Plan characterizes the Downtown Residential Subdistrict as an established area with an eclectic mixture of distinct neighborhoods comprised of older well-maintained single-family homes and some multi-family residential and commercial properties (El Monte Community Design Element, 2011). The Cultural Subdistrict, adjacent to the east of the Project Area, is visually connected with the Project Area mainly via view corridors to front yards of single-family residential parcels facing east along the west side of Nevada Avenue. The crowns of some larger trees within the Project Area are visible from a distance, from the Cultural Subdistrict. The Cultural Subdistrict, which is referred to as the heart of the City of El Monte, is adjacent to the east of the Project and has distinct visual character associated with Colonial Revival and other historic era architecture comprising the Cultural Center and portions of El Monte High School. These structures are attributed to early development of the City of El Monte. The Cultural Subdistrict includes the Cultural Center, Tony Arceo Memorial Park, El Monte Aquatic Center, and El Monte High School which are east of the Project. With the exception of the El Monte Aquatic Center, these facilities appear on historical aerial photographs.

The Community Design Element is El Monte's General Plan policy document that provides guidance for protecting and enhancing visual resources and livability of the built and natural environment within these two subdistricts. As such, it identifies existing architecture, layout of the backbone street system, structural landmarks, and natural resources, such as trees, as important components of City visual character and quality. The Community Design Element includes goals and policies for protection and enhancement of existing visual character and quality that are applicable to the Project. The related General Plan goals and policies are as follows:

> **CD-1.5 Streetscapes.** Develop unifying streetscape plans for major corridors and subdistricts that include specialized streetlights, landscaping, a community forest, signage, and street furniture.
>
> **CD-5.1 District Identity.** Distinguish the El Monte Downtown in its character, physical appearance, and role by considering edge and entry treatment, architecture, landscape, streetscape, and comparable elements.
>
> **CD-5.4 Entry Statements.** Establish highly visible entry statements, specialized pavement colorings, and lush landscaping at key intersections and entries to the Downtown, such as Santa Anita Avenue/Valley Boulevard Tyler Avenue/Ramona Boulevard, and other locations to heighten the sense of arrival into Downtown.
>
> **CD-5.7 Streetscape.** Develop a comprehensive streetscape improvement plan that uniquely defines the Downtown El Monte experience, improves the pedestrian experience, and helps make it a special place. Incorporate:

Street landscape—parkways and planters along sidewalk frontages, with the highest intensity in core pedestrian areas.

Street trees—different street trees to denote the Downtown, provide shade for walking, and beautify the streetscape.

Sidewalk and crosswalk improvements—distinctive paving materials or treatment and sidewalk pullouts at intersections.

Street furniture—consistent use of well-designed benches, trash receptacles, news racks, and other pedestrian amenities.

Lighting—pedestrian-oriented lighting fixtures (low height and intensity) in primary pedestrian areas.

Signage—common graphic design with a unique logo to identify the Downtown.

Public art—installations (murals, ground paintings, sculptures, banners, etc.) throughout the Downtown.

CD-9.1 Neighborhood Design. Distinguish neighborhoods and districts in their character and physical appearance by considering their physical and visual separation, edge and entry treatment, architecture, landscape, streetscape, and comparable elements.

During site visits conducted on October 18, 2018, on May 18, 2019, and on July 30, 2019, the existing conditions in the Project Area and Project Vicinity were assessed from the streets. The Project Area is primarily a low-profile older established neighborhood consisting mostly of single-story residential structures over 50 years old and built prior to 1954 with ancillary fences, walls and landscaped structural setbacks including many mature trees and shrubs. The Project Area appears topographically flat. The tree survey conducted for the Project indicates there are over 660 trees within the Project Area located within the street parkway and building setbacks, 14 of these trees are estimated to be over 50 feet tall and 73 of these trees are estimated to be between 30 and 49 feet tall. Therefore, approximately 84 trees within the Project Area may be visible from outlying areas (Tony Arceo Park and the Cultural Complex) due to growth exceeding existing building heights of approximately 35 feet. Existing low-profile development within the Project Vicinity consists of one- and two-story structures for public facilities, commercial, mixed use and multi-family development, which block most views of the Project Area from adjacent vantage points.

Since the Project Area appears relatively flat, with a gentle slope to the southwest, and is developed with low-profile structures not taller than approximately 35 feet, most resources within the Project Area contributing to character and quality (streets, trees, structures, walls, fences) are less than 30 feet in height and enhance street level views. These resources are not highly visible throughout the Project Area or from vantage points within the Project Vicinity. For example, historic sidewalk stamps (circa 1920's and 1930's) and older homes, landscaping and ancillary structures less than the height of the single-family structures, enhance street and pedestrian views from the curb and street but are not noticeable from outside of the immediate location, for instance form the Cultural Center. Therefore, ancillary structures, such as driveways, walls and fences, sidewalks and landscaping within the Project Area, which due to age and architectural style, represent El Monte's early 19th century and mid-century history, contribute to

the localized visual character and quality, because lines of sight to these resources are restricted to view corridors at intersections and along each individual street within the Project Area with the exception of the view corridors of the eastern portion of the Project Area from the Cultural Subdistrict looking west. Tony Arceo Memorial Park includes open space with mature landscaping and structural improvements for community events, recreation and sports. The park structures and landscaping create a visual buffer with some view corridors to the Project from the park itself and from the Cultural Complex, Aquatic Center, and El Monte High School looking west toward the Project Area. Some of the east-facing residential structures on Nevada Avenue and larger trees, due to size and location, are more visually prominent from vantage points within the Cultural Subdistrict. The larger trees in the Project Area are under review by the City Arborist for replacement due to tree health and safety pursuant to the General Plan and City Ordinances. The El Monte High School, El Monte Aquatic Center, the Cultural Complex and Tony Arceo Memorial Park are open to the public and are used for public gathering and for community events regularly. The buildings at these locations consist of structures that represent El Monte's early development (circa 1920, 1930) and are identified as such in the General Plan as locally significant community resources. Therefore, degradation of views to and from of these properties is considered a potentially significant Project impact.

The results of the preliminary tree survey for the Project that was completed on May 8, 2019, are provided in Table I-2 and on Figure 8. Historical aerials from 1948 were used to reference areas where existing trees may represent older plantings and are also denoted on Figures 6 and 7. There are a total of 87 trees over 30 feet tall located within proximity to the Project (Rocks Biological Consulting, 2019). These 87 trees are primarily grouped along Granada Avenue, Gage Avenue (north of Bodger Street), Lexington Avenue, Nevada Avenue (north of Bodger Street and along Mildred Street between Washington Avenue and Tyler Avenue). The tallest 14 of these trees appeared to be over 50 feet tall during the tree survey for the Project and are grouped along Nevada Avenue and Mildred Street near Tony Arceo Memorial Park and along Granada Avenue; in addition, there was one tree over 50 feet tall on Laurelhurst. These trees could be from plantings which are visible on the 1948 aerial photo of the Project Area. It is anticipated that the tallest 14 trees may have tree roots which extend into street right-of-way where the new gravity sewer is proposed for construction. The City Arborist is in the process of assessing tree health and safety within the Project Area which involves a treatment plan including trimming or removal and replacement based on tree health and community safety. Tree roots will be protected in place and avoided during project implementation. Trees are visible throughout the Project Area and Vicinity and are significant visual resources which cumulatively contribute to the character and visual quality of the Project Area. Tree removals exceeding 30 feet in height could be more visible in the Project Vicinity and it would not likely be feasible to replace these trees with the same size. Replacements would be consistent with the City Arborist's current program for tree replacements in this area at a ratio of 2:1 with two trees planted to replace each one removed and would result in less than significant impacts under existing City standards.

Table I-2: Tree Survey Count					
Height	<15’	15-30’	30-50’	>50’	Total
Count	318	255	73	14	660

Modification of landscaping in building setbacks, including trees less than 30 feet high, on private property may result from construction of Project laterals. Impacts from any tree removals, landscaping modification or trimming trees less than 30 feet will be implemented according to the Tree Preservation Ordinance; therefore, these impacts would be considered less than significant. Project-related minor structural modifications on private property will be for cleanouts and laterals in building setbacks; will not involve primary structures; these modifications will be limited to temporary removal and replacement of ancillary structures such as fences, driveways, walkways, walls and landscaping within building setbacks (front, side and rear yards) on private parcels. It is the intent of the City to restore all property to pre-project existing conditions. Because most of these changes would be visible along public streets and could occur on contiguous parcels along significant portions of local streets, the minor modifications on private property needed for lateral service connections with the Project are considered a potentially significant cumulative impact. Larger trees with roots extending across property lines or into the street public right-of-way may require protection in place and avoidance or removal. Impacts on trees over 30 feet tall that could be impacted by the Project are considered potentially significant cumulative impact due to the apparent age, clustered locations, and the height and visibility with regard to visual character and quality within the Project Area and Project Vicinity.

The Design Element and Comprehensive Design Guidelines from the El Monte General Plan provide guidance on implementing landscaping, hardscape, and exterior architectural treatment modifications with Project to enhance livability and give this area a unique sense of place. Project compliance with the Design Element, for replacing larger trees, landscaping and appurtenant structures impacted by the Project, must be consistent with General Plan Guidelines for maintaining visual character within the Downtown District. In this regard, visual continuity concerning tree and ancillary structure replacements associated with the Project, will be enforced through the plan check and site plan review process by the City Planning Department and the implementation of Mitigation Measures AES-1 and AES-2, Standard Condition BIO-1, and Mitigation Measure LAND-1, which are intended to preserve visual resources within this area of the City. Replacement trees, landscaping and appurtenant structures should be implemented with the Project pursuant to General Plan Policy CD-5.7, which is intended to “develop a comprehensive streetscape improvement plan that uniquely defines the Downtown El Monte experience, improves the pedestrian experience, and helps make it a special place” (El Monte General Plan, 2011).

The Project will be implemented to avoid and protect existing visual resources in place and to restore properties to their current condition to the greatest extent feasible and in compliance to current codes and ordinances. The Project will be designed to minimize and avoid impacts on ancillary structures, trees and landscaping and historic sidewalk stamps to the greatest extent feasible. No changes to primary structures are proposed. The Project may require temporary removal and replacement or protection in place for historic sidewalk stamps; and is a potentially significant Project impact that can be mitigated to

less than significance with the implementation of Mitigation Measure CUL-1. The Project will be designed to comply with the Comprehensive Design Guidelines and Tree Protection Ordinance and will avoid impacts on trees, tree roots, and landscaping to the greatest extent feasible by complying with Standard Conditions BIO-3 through BIO-5. Improvement plans and specifications for the Project are subject to review and approval by the Planning Department or the Planning Commission for Design Review and consistency review with General Plan Goals and Policies. Tree trimming, removal and replacement will be carried out in accordance with approved Tree Removal Permits issued for the Project by the Planning Department and based on recommendations from the City Arborist. The El Monte Municipal Code allows tree removal with an approved application and Heritage Tree replacements must be done with consideration pursuant to an appraisal report. The City Planning Department is responsible for approving tree removal applications considering species, trunk circumference, location and tree height and health assessment to confirm the need for removal and that the appropriate tree replacement is implemented.

Mitigation Measures for the Project referenced above and the standard application of El Monte's Design Review and Tree Removal Permit processes during Plan Check will reduce Project and cumulative impacts to less than significant. Mitigation for the project requires notification and approval of project modifications on private property by individual landowners in advance of proposed changes and replacements and will be done with the approval of the Planning Department. Proposed mitigation for the Project requires either protection in place or replacements according to plans approved by an arborist. Implementation of Standard Conditions BIO-3 through BIO-5, will require either protection of the root zone or recommendations for trimming and removal and monitoring by the City Arborist and appraisal, as input to the process for tree replacements under the Tree Protection and Preservation Ordinance. Therefore, the Project will implement tree replacement and the payment of in-lieu fees with tree removals according to values documented in tree appraisals.

Project construction will involve temporary placement of construction equipment and construction activities within the Project Vicinity as well as materials staging and stockpiles which could temporarily degrade visual character of the Project Area and Project Vicinity during construction. Mitigation Measures AES-1 through AES-3 will require screening of temporary construction storage areas and screening around active construction and will be implemented with the Project. Temporary screening is consistent with General Plan Policies and will reduce anticipated temporary impacts on visual character and quality to less than significance.

For the reasons stated above, the Project has the potential to create significant impacts to the visual character and quality. Temporary or permanent above-ground modifications within the Project Area are potentially significant unless mitigated. Implementation of the aforementioned mitigation measures with the Project will reduce impacts less than significance.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant With Mitigation Incorporated. The Project would involve temporary and intermittent placement and use of construction equipment at various locations within the Project Area, where active construction is occurring. Construction equipment could be a short-term source of light and

glare from safety lighting and surface reflections. Temporary barriers that are proposed with the Project pursuant to Mitigation Measure AES-3 will prevent spillover light and glare and will reduce Project impacts to less than significance. The Project does not propose permanent new lighting. All permanent features of the Project that have any potential to create a new source of substantial glare due to reflective materials, will be below ground buried pipelines and will not be visible once the Project is complete. Only manhole lids visible from the surface and flush with pavement will be permanently exposed and within pubic views. Finishes on manhole lids would be selected to reduce reflections and glare consistent with City standards and implemented with the Project and enforced through standard plan check and inspection processes. Significant impacts are not anticipated for this reason. Night construction is not anticipated for the Project. Therefore, temporary lighting that would create substantial light or glare is not proposed. Any staging or storage areas that require temporary security lighting will be subject to compliance with Mitigation Measure AES-3, which requires barriers and downlighting to minimize spillover into residential areas to reduce impacts from night lighting should it be necessary. Temporary security lighting, which is low voltage and downlit, may be installed in storage and staging areas for safety pursuant to City of El Monte Municipal Code Sections 12.28.190 and 12.20.100 (City of El Monte, 2019). Focused downlit temporary lights and temporary barriers between nearby residences and areas requiring temporary security lighting will reduce Project impacts to less than significance.

The location of staging and storage areas and proposed screening for stockpiles and materials storage for the Project will be located within the Project boundaries shown on Figure 2 and will be shown on Project Plans and Specifications with perimeter barriers which fully shield sensitive nearby receptors in accordance with Mitigation Measure AES-3 and established City codes and ordinances. For these reasons, Project implementation would be less than significant with mitigation.

Mitigation Measures

MM AES-1: The Contractor shall implement all work in accordance with the City's Comprehensive Design Guidelines. Said work shall protect aesthetic resources such as trees, sidewalk stamps and existing structures in place to the greatest extent feasible. Avoidance of these resources and conformance with the Design Guidelines will be verified by the City Planning and Public Works Departments during plan check and by property owners and City Inspector prior to commencement of and throughout construction.

MM AES-2: The City Public Works Department shall obtain written owner authorization on all project-related construction prior to work on private property and for project-related improvements that are not within public right-of-way if private property/adjacent parcels cannot feasibly be restored to original conditions.

MM AES-3: The Contractor shall install temporary fencing around stockpiles and materials storage locations:

a) Temporary fencing at least 6 feet high shall create a visual barrier at least up to the height of materials and stockpiles to screen construction/staging areas.
b) If night work is necessary and approved in writing by the City, All work shall be performed with

downlighting and installation of temporary fencing built up to at least the height of materials to confine construction-related light and glare into active construction/staging areas and eliminate spillover light and glare onto adjacent residential and community.

c) Temporary security lighting must be low voltage and downlit.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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))?	☐	☐	☐	☒
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?	☐	☐	☒	☐

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?

No Impact. According to the City of El Monte's Land Use Maps, there are no remaining agricultural areas within the City Limits (El Monte, 2011). The Project Area is in a fully urbanized location which is comprised of residential and public facilities land uses. The Project Vicinity has not been used for agricultural in decades and is not considered to be farmland. The General Plan documents that El Monte was once farmland. However, review of historical aerial photos of the Project Vicinity from 1948, as shown in Figure 6, show that developed conditions within the Project boundaries were essentially the same as they appear currently (HistoricalAerials.com). El Monte is in the eastern part of Los Angeles County that has not been surveyed as part of the statewide Farmland Mapping and Monitoring Program, because the US Department of Agriculture has not completed soil surveys as the basis for farmland mapping categories in this locale. The Project will not increase sewer capacity for land use beyond what would occur under the buildout of the current General Plan. For these reasons, the Project would not contribute toward farmland conversion to non-agricultural uses and would not have an impact.

b) Conflict with existing zoning for agricultural use, or a Williamson Actcontract?

No Impact. See Response 14.II a). The Project is within an area designated by the General Plan for low density residential (0.0-6.0 du/ac) land use and is zoned for single-family residential (R-1A) and Open Space (Tony Arceo Memorial Park). No area within proximity of the Project, or in the Project Vicinity, has an existing zoning classification that supports agricultural or farming uses. The Williamson Act was enacted in 1965, and historical aerial photos show that the area within the boundaries of the Project has been built out since 1948 (HistoricalAerials). The Project will not increase sewer capacity beyond what is approved in the General Plan; therefore, the Project will not indirectly contribute to conversion of property from agricultural use or a Williamson Act contract to development. For these reasons, the Project would not have an impact on 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))?

No Impact. Refer to Response 14.II a) and 14.II b) above. The Project is proposed to relocate and replace existing sewer lines within an urbanized area. The Project will not increase the overall capacity of the sewer system beyond what is approved under the current General Plan. Likewise, the Project will not support land use and land use patterns which substantially deviate in type or intensity above what is existing or approved in the Project Vicinity under the approved General Plan. Therefore, Project implementation will not conflict with existing zoning or cause rezoning of any forestland or timberland and there would be no impact to such resources.

d) Result in the loss of forest land or conversion of forest land to non-forestuse?

No Impact. See Response 14.II c). The Project would not replace and relocate existing sewer facilities in a manner that would increase sewer system capacity for development beyond what is currently accounted for and approved in the City of El Monte General Plan. The Project Area is urbanized and includes approximately 660 trees, many of which are on private parcels. The Project Area is not considered a forest. The Project Area and Project Vicinity does not contain any forestland. Any impacts on trees from the Project will be mitigated to less than significance with the implementation of the standard application of the El Monte's existing programs and municipal code. For these reasons, the Project will not result in the loss of forest land or conversion of forest land to non-forest use and no impacts are anticipated.

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?

Less Than Significant Impact. See Responses 14.II a) through 14.II d) above. The Project is in an urbanized area and does not contain any agricultural uses, forestland, or timberland resources. The Project would replace existing sewer lines and service connections; would not result in any significant direct or indirect

modifications that could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use; The Project would not increase the capacity of the City sewer system beyond what would occur under buildout of the approved land use plan of the General Plan. The Project is considered as a required capital improvement to the existing sewer system. Therefore, the proposed sewer lines would not have a significant impact on any of the aforementioned resources.

Mitigation Measures

None

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. 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?	☐	☒	☐	☐

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant With Mitigation Incorporated. The Project is located within the South Coast Air Basin (SCAB), and the South Coast Air Quality Management District (SCAQMD) regulates air quality in this air basin. SCAQMD enforces the Air Quality Management Plan (AQMP) rules and performance standards for compliance with the State Implementation Plan (SIP). SIP compliance with the Clean Air Act is coordinated with the EPA. AQMP guidelines and rules are aimed at reducing air emissions for criteria pollutants from both long-term, permanent, and temporary short-term sources. Criteria pollutants are important air quality indicators and are identified as such in the SIP for Clean Air Act compliance. Criteria pollutants and air quality thresholds of significance, which are monitored by SCAQMD for compliance with the AQMD and SIP are listed in Table III-1 on the following page. No impacts are anticipated from long-term, permanent Project emissions in this regard. The Project involves construction of a replacement gravity sewer main that will not generate long-term, permanent emissions or facilitate permanently increased emissions of criteria pollutants. The Project will not increase sewer system capacity or induce growth or lead to intensification of land use beyond what has already been approved under General Plan build-out for the City of El Monte and included in regional plans. El Monte's General Plan land use data is included in the approved regional mitigation programs and plans for this area by SCAQMD and SCAG which are used as input to the State Implementation Plan (SIP). For these reasons, the Project will not be a permanent source of criteria pollutants or obstruct implementation of the AQMP, the SIP or other regional plans for Clean Air Act conformity.

The Project will generate emissions during construction that are potentially significant and inconsistent with Clean Air Act compliance plans for the basin. Criteria pollutants from construction are generated by a variety of stationary and mobile sources and there are numerous mitigation measures that can effectively reduce pollutant emissions from these sources. Criteria pollutants that are anticipated during

construction and regulated by SCAQMD include carbon monoxide (CO), toxics including Lead (Pb), nitrogen dioxide (NO2), particulate matter (PM2.5 and PM10), and sulfur oxides (SOX). Although there are no ambient standards for volatile or reactive organic compounds (VOC and ROC), or nitrogen oxides (NOX), they are important as precursors to ozone, and are regulated. Primary pollutant concerns for construction of the Project are ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particle mater (PM10 and PM 2.5), and volatile or reactive organic compounds. SCAB is in non-attainment status for particulate matter. Project-related diesel emissions from engine combustion and airborne dust and particulates from demolition, earthwork and construction processes, although below thresholds of significance, are considered significant for PM10 and PM2.5 due to non-attainment status of the SCAB.

Table III-1: SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	**Construction (lbs/day)**	**Operation (lbs/day)**
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550
Lead	3	3
Toxic Air Contaminants, Odor and GHG Thresholds		
TACs	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index > 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO2e for industrial projects	
Ambient Air Quality Standards		
Pollutant	**SCAQMD Standards**	
NO2 -1-hour average	0.18 ppm (338 µg/m^3)	
PM10 -24-hour average Construction Operations	10.4 µg/m^3 2.5 ug/m^3	
PM2.5 -24-hour average Construction Operations	10.4 µg/m^3 2.5 µg/m^3	
SO2 1-hour average 24-hour average	0.25 ppm 0.04 ppm	
CO 1-hour average 8-hour average	20 ppm (23,000 µg/m^3) 9 ppm (10,000 µg/m^3)	

Lead 30-day average Rolling 3-month average Quarterly average	1.5 µg/m^3 0.15 µg/m^3 1.5 µg/m^3
Source: http://www.aqmd.gov/ceqa/handbook/signthres.pdf	

Emissions from Project construction were quantified using: CalEEMod Version 2016.3.2, SCAQMD CEQA Handbook, South Coast AQMD Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2011, b, and CalEEMod and SCAQMD's Mass Rate Look-up Tables for Source Receptor Area 9, East San Gabriel Valley. Modeling and calculations for Project emissions shown in Tables III-2 through III-4 indicate Project impacts from earthwork and construction will not exceed thresholds of significance for criteria pollutants identified in the AQMP but could contribute Particulate Matter (PM) and Nitrogen Oxides (NOX) to SCAB, which is considered a potentially significant Project impact due to basin non-attainment status of AQMP standards. Project implementation will use diesel and gasoline internal combustion–powered equipment which typically emit several criteria pollutants as exhaust gases (tailpipe emissions). The Project will generate dust from excavation, pavement cutting/removal, excavation, hauling and other construction activities. These activities will be temporary, intermittent sources of Project emissions that will be reduced with implementation of Mitigation Measures MM AQ-1 through MM AQ-3.

Table III-2: Construction-Related Regional Pollutant Emissions

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO_2	PM10	PM2.5
Site Preparation	On-Site[1]	1.30	12.13	11.85	0.02	0.79	0.74
	Off-Site[2]	0.05	1.33	0.43	0.00	0.13	0.04
	Subtotal	1.35	13.46	12.28	0.02	0.92	0.78
Installation of Pipeline	On-Site[1]	0.93	8.67	10.74	0.02	0.47	0.44
	Off-Site[2]	0.04	0.98	0.37	0.00	0.10	0.03
	Subtotal	0.97	9.65	11.12	0.02	0.57	0.47
Paving	On-Site[1]	1.16	8.72	9.90	0.02	0.47	0.43
	Off-Site[2]	0.01	0.01	0.12	0.00	0.03	0.01
	Subtotal	1.17	8.73	10.02	0.02	0.50	0.44
Architectural Coating	On-Site[1]	0.53	1.53	1.82	0.00	0.09	0.09
	Off-Site[2]	0.01	0.01	0.12	0.00	0.03	0.01
	Subtotal	0.54	1.54	1.94	0.00	0.13	0.10
Total for overlapping phases[3]		2.68	19.92	23.07	0.04	1.19	1.01
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

Notes:
Source: CalEEMod Version 2016.3.2
(1) On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.
(2) Off-site emissions from equipment operated on public roads.
(3) Installation of pipeline, paving and architectural coating phases may overlap.

The scale and type of the Project involve limited area of potential contamination; limited scope and duration of daily demolition and construction; limited pieces of equipment to be in use at any one time; and, small footprint of active construction on an intermittent and temporary basis. Therefore, Project phasing and implementation of mitigation measures for the Project, including the Fugitive Dust Emissions Control Plan for Rule 403, will reduce Project emissions and result in compliance with applicable air quality plans and policies. Rule 403 of the AQMP will minimize airborne dust and construction emissions and requires implementation of emissions controls during active operations. Implementation of Rule 403 will reduce Project impacts to less than significant levels and will bring the Project into compliance with air quality plans and policies. Sources of fugitive airborne dust include but are not limited to open storage pile, grading operations, or hauling. Airborne dust may not be visible in the atmosphere beyond the property line of the emission source. Examples of emissions control measures typically used during construction under Rule 403 include covering stockpiles and haul loads, cleaning wheels of vehicles exiting the construction site, and regular sweeping and vacuuming of paved surfaces and trackout points where construction vehicles enter paved streets from active construction zones. PM levels must be monitored throughout construction phases and the contractor will be responsible for record keeping on monitoring results and the calibration of monitoring instruments.

Soil samples from the Project Area indicate some areas with potentially elevated Lead and Arsenic levels and there is potential for Lead and Arsenic to become airborne with dust during construction. Lead and Arsenic are considered as a Toxic Air Contaminant (TAC) in this regard. Lead and Arsenic found in some soil samples from the Project Area, identified in Section IX of this report exceed California EPA thresholds of significance (80 mg/kg for Lead and 12 mg/kg for Arsenic) and there is potential for the Project to generate airborne toxics during earthwork, which is considered a significant impact, even though the results of modeling for the Project are shown in Table III-2 and indicate that the Project will not exceed thresholds of significance for construction-related regional pollutant emissions. Mitigation measures for the Project must target TAC with regard to Rule 1466 in addition to PM with regard to Rule 403 for compliance with air quality programs and plans. Toxic Air Contaminants (TAC) will be reduced to less than significant levels with testing and handling outlined in Mitigation Measures MM HAZ-3 through HAZ-7, and implementation of appropriate best available dust control measures (BACM) pursuant to Mitigation Measures AQ-1 through AQ-3. BACM will be implemented during earthwork and construction to reduce fugitive airborne dust. Soils testing will be done by the contractor during initial soil disturbance at each segment of construction to determine compliance with California EPA and Department of Toxic Substances Control thresholds for Lead and Arsenic.

Rule 1466 will be implemented for the Project and applies to any earth-moving activities of contaminated soil to reduce TAC as defined in Section (c)(15) of Rule 1466. Disturbed soils will be field-tested and earthwork must be compliant with Rule 1466 if tests show exceedance of California EPA and Department of Toxic Substances Control standards. Limits are 12 mg/kg for Arsenic; and, 80 mg/kg for Lead) and would require additional measures such as screening, signage and air monitoring at upwind and downwind locations if EPA and DTSC thresholds are exceeded in soil samples.

Tables III-3 and III-4, show that the Project will involve disturbance of approximately 1 acre daily with emissions not exceeding local significance thresholds established by SCAQMD due to phasing and limited area of disturbance each day. A total of 9,400 cubic yards of earth work will occur with construction during a 10-month. Estimated quantities of export soil from trenching will not exceed a total of 3,300 cubic yards during the 10-month schedule and construction emissions calculated for the Project, shown in Table III-4, indicate that emissions below agency thresholds at the nearest residences. Project specifications require contractor implementation of dust control and engine emissions controls per Rule 403 through the application of Mitigation Measures AQ-1 through AQ-3. SCAQMD regulation of Toxic Air Contaminants (TAC), such as Lead, under Rule 1466 is due to the ability of this contaminant to bind with soil particles and become airborne as particulate matter or dust during construction (PM10 and PM2.5) and will be implemented. Particulate matter can be disbursed via winds and inhaled and usually settle out of air over time and are deposited on solid surfaces and must be monitored for this reason.

Table III-3: Maximum Number of Acres Disturbed Per Day

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Site Preparation	Crawler Tractors[1]	2	0.5	1
Total for phase				**1**
Activity	**Equipment**	**Number**	**Acres/8hr-day**	**Total Acres**
Installation of Pipeline	Crawler Tractors[1]	2	0.5	1
Total for phase				**1**

Notes:
Source: South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2011b.
(1) Tractor/loader/backhoe is a suitable surrogate for a crawler tractor per SCAQMD staff.

Table III-4: Local Construction Emissions at the Nearest Receptors

Activity[1]	On-Site Pollutant Emissions (pounds/day)[2]			
	NOx	CO	PM10	PM2.5
Site Preparation	12.13	11.85	0.79	0.74
Installation of Pipeline	8.67	10.74	0.47	0.44
Paving	8.72	9.90	0.47	0.43
Architectural Coating	1.53	1.82	0.09	0.09
SCAQMD Thresholds[3]	89	623	5	3
Exceeds Threshold?	No	No	No	No

Notes:
(1) The project will disturb up to a maximum of 1 acre a day during site preparation (see Table 3).
(2) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 1 acre at a distance of 25 meters in SRA 9 East San Gabriel Valley.
(3) The nearest sensitive receptors are the existing residential uses located adjacent to the pipeline alignment; therefore, the 25 meter threshold was used.

Air emissions control measures that could be applied to the Project to further reduce emissions may include but not be limited the following measures:

- Designate a Dust Control Supervisor;
- Provide PM10 monitoring both upwind and downwind during earth-moving activities;
- Maintain records of earthmoving activities, monitoring, instrument calibration, manifest records for transport, volumes of soils with TAC, distances to a residence, park or school, and complaints;
- Install minimum 6-foot tall barrier fencing where earth moving activities are carried out, and fencing at least as high as stockpiles;
- Apply water or other soils stabilizers prior to earthmoving activities and maintain moisture content to prevent generation of visible dust plumes;
- Post signs limiting speed limit to 15 miles per hour;
- Stabilize or cover disturbed surfaces and apply stabilizers and cover haul loads prior to unloading;
- Remove track-out with a vacuum equipped with filters rated to achieve 99.97% capture efficiency for 0.3 micron particles;
- Prevent track-out and clean soils from the exterior of trucks, trailers and tires prior to leaving the Project Area;
- Segregate and label TAC stockpiles and apply stabilizers, and 10mm plastic overlapping and anchored sheeting;
- Cease activities during high winds (15 miles per hour over a 15-minute period or instantaneous wind speeds exceeding 25 MPH);
- Prohibit operation for earth-moving activities adjacent to athletic areas during early education center sponsored activities or youth organized sports;
- Proper notification of SCAQMD prior to earthmoving;

Mitigation measures for the Project also require Nitrogen Oxide (NOX) emissions reductions related to construction equipment operation and idling; Tier III engines retrofit with Tier IV exhaust after-treatment devices (i.e., Diesel Particulate Filters) will be required, and equipment idling times will be limited to 15 minutes to reduce NOX emissions pursuant to Mitigation Measure AQ-1. Construction emissions of the Project would be subject to compliance with all SCAQMD rules, regulations, and polices provided in the AQMP, which will require implementation of Best Management Practices for PM10, PM 2.5 fugitive dust emissions and TAC dust control during construction as outlined in SCAQMD Rules 403 and 1466. For these reasons, impacts from short-term, temporary project construction will comply with the applicable air quality plans with the implementation of mitigation measures for the Project. Impacts from construction emissions are considered less than significant with mitigation.

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?

Less Than Significant With Mitigation Incorporated. Refer to Response III a). The Project-specific evaluation completed using CalEEMod supports a conclusion that the air quality impacts associated with PM from the Project are less than significant compared with the emissions standards for the SCAB. As shown in Table III-2, maximum unmitigated Project emissions would be below applicable SCAQMD requirements and LST trigger levels for criteria pollutants. Application of mitigation measures for the Project will further reduce Project emissions of criteria pollutants. Project emissions will be reduced with the application of SCAQMD Rules 403 and 1466 which will minimize PM and TAC. Since the Project will temporarily contribute to emissions of NOX and PM and potentially Lead and Arsenic in an area that is in non-attainment status for fugitive dust pursuant to the SIP and AQMP, and the Project is required to implement SCAQMD Rules 403 and 1466 under Mitigation Measures AQ-1 through AQ-3 and HAZ-3 through HAZ-7. Implementation of these mitigation measures will reduce air emissions of criteria pollutants and TAC for the Project. With the implementation of these mitigation measures, Project contribution to cumulative criteria pollutant emissions would be less than significant with mitigation.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant With Mitigation Incorporated. Refer to Responses III a) and b). Peak daily emissions for CO, NOX, PM10, and PM2.5 were calculated and compared with thresholds specified by SCAQMD as significant. Table III-4 shows the unmitigated emissions in comparison to localized thresholds calculated from CalEEMod and the SCAQMD Mass Rate Look-up Tables for the Project. The nearest sensitive receptors are the existing residential uses located adjacent to the pipeline alignment and would not experience significant construction emissions exceeding SCAQMD thresholds listed in Table III-4. Construction emissions from the Project would not be a permanent source of emissions exposing sensitive receptors to substantial long-term pollutant concentrations. Areas of active Project construction will be phased and are small in scale, involving not more than 100 to 500 linear feet of pipeline each day. The Project will be subject to implementation of BACM for TAC and fugitive dust emissions controls. Construction will be phased and implemented to avoid exposure to pollutants at nearby public facilities during community activities held at the park and schools. Project construction is of limited intensity and will be implemented with limited numbers of equipment operating at the same time. The Project will implement Tier IV mitigation for emissions compliance with the AQMP. The Project will implement a Fugitive Dust Emissions Control plan. For the reasons stated above, there will be less than significant impacts with the implementation of Mitigation Measures AQ-1 through AQ-3 and HAZ-3 through HAZ-7.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant With Mitigation Incorporated. Refer to Response III c). The proposed Project would not result in other emissions, such as those leading to the creation of permanent odors. The Project will involve the use of limited pieces of equipment for construction activities, with some capable of emitting

odors within a small localized footprint of active construction. The Project is anticipated to produce temporary, localized and intermittent odors which may be objectionable to some. Due to Project phasing and the small scale of active construction areas, air quality impacts in this regard are not considered significant. The prevailing wind direction in the City of El Monte is from the south, west, and southwest, depending on season, according to the National Oceanic and Atmospheric Association (Climate.gov). The Project will be phased so that active construction does not coincide with events and activities at the Tony Arceo Memorial Park, El Monte High School, Cultural Center or the El Monte Aquatic Center. The Project Area will be posted with a nuisance phone number to report objectionable conditions according to Mitigation Measure AQ-1.

For the reasons stated above, the Project would not expose substantial numbers of people to objectionable emissions or odors. Some odors would be produced from the application of asphalt, paints, and coatings, but for the reasons stated above, these odors would be below significant thresholds with the incorporation of recommended mitigation measures.

Mitigation Measures

MM AQ-1: Equipment emissions, Toxic Airborne Contaminants, and Fugitive Dust Emissions controls will be implemented during all earthwork, including demolition, trenching, backfilling, hauling and stockpiling, to reduce airborne dust contributing to PM10 and PM2.5 for compliance with SCAQMD Rule 403 and airborne toxics related to elevated levels of Lead and Arsenic (exceeding 80 mg/kg) for compliance with SCAQMD Rule 1466. Project compliance with SCAQMD Rules 403 and 1466 will include the following controls to reduce fugitive dust and Toxic Airborne Contaminants and will be implemented by the contractor throughout construction:

a) If applicable, the contractor shall obtain and implement an approved Fugitive Dust Emissions Control Plan for Large Operations. Said plan shall be approved by SCAQMD pursuant to Rule 403 and implemented throughout construction to reduce PM10 and PM2.5.
b) During all earthwork, the contractor shall implement dust control with Best Available Control Measures and Dust Control Measures for Large Operations (Rule 403 Tables 1 and 2) as approved by SCAQMD.
c) All disturbed soils shall be field screened with an X-ray Fluorescence Instrument or functional equivalent upon groundbreaking to determine the horizontal and lateral extent of elevated levels of Lead and Arsenic content exceeding EPA and DTSC thresholds of significance of 80 mg/kg which is the threshold of applicability of SCAQMD Rule 1466.
d) Soil stockpiles exceeding the EPA and DTSC standards shall be separated pursuant to Rule 1466 Section 4 A-F.
e) If applicable, based upon said field testing for Lead and Arsenic, the following measures that are specified in SCAQMD Rule 1466 shall be implemented by the contractor to reduce Toxic Air Contaminants associated with Lead and Arsenic in soils and particulate matter, 10 microns or less in size. It is anticipated that at a minimum the following

measures described in Rule 1466 will be needed for earthwork near boring locations B-1, B-4 and B-6 shown on Figure 9 of the ISMND:

a. Designate a qualified Dust Control Supervisor as specified in Rule 1466 Section (e) (9), A-E;
b. Provide PM10 monitoring both upwind and downwind during earth-moving activities per SCAQMD Rule 1466 Section (d) Monitoring Requirements;
c. The City and Contractor shall maintain records of earthmoving activities per Rule 1466 Section (h) for a period of not less than 1 year including monitoring, instrument calibration, manifest records for transport, volumes of soils with Lead and Arsenic, distances between areas of active construction, contamination and the nearest residence, park or school, and document any complaints;
d. Minimize fugitive dust by installing minimum 6-foot tall barrier fencing per SCAQMD Rule 1466 Section (e) (1) where earthmoving activities are carried out, and provide fencing at least as high as stockpiles;
e. Apply water or other soils stabilizers prior to earthmoving activities and maintain moisture content to prevent generation of visible dust plumes;
f. Apply soil stabilizers to inactive disturbed surfaces (e)(10).
g. When conducting earth-moving activities, the contractor and the City shall install and maintain project signage per specifications stated in SCAQMD Rule 1466 Section (g) Signage Requirements. This includes signs at all entrances including a local or toll-free number that is accessible 24 hours a day, warning statement for Lead and Arsenic, limiting speed limit to 15 miles per hour;
h. At the end of each day, chemically stabilize or cover disturbed surfaces and stockpiles with an anchored tarp. Apply stabilizers and cover haul loads prior to unloading;
i. Remove track-out on pavement adjacent to areas of active construction with a vacuum equipped with filters rated to achieve 99.97% capture efficiency for 0.3- micron particles;
j. Install a wheel wash system or equivalent listed in Rule 1466 Section 3, E and prevent track-out and clean soils from the exterior of trucks, trailers and tires prior to leaving the project area;
k. Segregate and label, Toxic Air Contaminants. Apply stabilizers, and 10mm plastic overlapping and anchored sheeting to contaminated stockpiles;
l. Cease activities during high winds (15 miles per hour over a 15-minute period or instantaneous wind speeds exceeding 25 MPH);
m. Prohibit operation for earth-moving activities adjacent to athletic areas as defined in Rule 1466 Section (e) (11) during early education center sponsored activities or youth organized sports per Rule 1466 Section (e) (11);
n. Proper notification of SCAQMD, at least 72-hour advance notification and not more than 30 days, prior to earthmoving per Rule 1466 Section (f) Notification Requirements;
o. Minimize fugitive dust during truck loading and unloading per Rule 1466 Section (e) (5 and 6)

MM AQ-2: Construction emissions will be reduced (as applicable) according to the following:

a) Areas of active earthwork and construction will involve not more than 100 to 500 linear feet of pipeline each day.
b) Disturbed areas will be stabilized at the end of each day with trench plates or backfilled and temporary resurfacing applied.
c) Construction phasing shall avoid active construction during events at nearby public facilities and schools shown on Figure 2 of the ISMND including but not limited to (Tony Arceo Memorial Park, El Monte Community Center, El Monte Aquatics Center and El Monte High School).
d) Idling on construction equipment and vehicles will be limited to 15 minutes.
e) If required, the project will implement EPA Tier IV mitigation consisting of exhaust filters on non-road vehicles and equipment to reduce exhaust from diesel powered engines in compliance with the AQMP.
f) If required, the project will implement Tier III engines pursuant to EPA Standards for non- road vehicles and equipment.

MM AQ-3: Project plans and specifications shall incorporate a temporary signage plan for the project as required in AQ-1, g which shall be verified by the City Engineer, and shall include a feedback phone number. The Contractor shall post project area will be with a phone number intended for 24/7 feedback to the Contractor and City from the community according to approved plans.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. 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 Game 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 Game or U.S. 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 interruption, or other means?	☐	☒	☐	☐
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?	☐	☐	☐	☒

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 Game or U.S. Fish and Wildlife Service?

Less Than Significant With Mitigation Incorporated. The Project Area and Project Vicinity contain no natural habitat and are located in an urban area with a high level of human activity. Community activities at the park located within the Project Area and the operation of other adjacent public facilities, such as El Monte High School, Aquatic Center, and Cultural Complex, create elevated levels of human activity in the Project Area as compared with similar residential settings. The Project Area includes a mixture of numerous ornamental trees, shrubs, plants and grasses that are typical of the landscaping that is generally found throughout the City of El Monte and generally provides foraging and nesting habitat for birds, small mammals and reptiles adapted to urban locations. Larger trees potentially provide nesting opportunities for migratory birds and raptors. Reptiles and mammals which have adapted to urban settings are likely to utilize landscaped areas found within the Project Area. Due to the level of human activity in the Project Area and the type of habitat found here, no endangered, threatened or special status species are anticipated to be found. Anticipated Project impacts from construction noise and necessary modification

to ornamental landscaping within the Project Area have the potential to impact migratory birds and raptors and other avian species that may use this area for migration. Project impacts are of limited scope and will be temporary and of short duration due to proposed phasing and replacements incorporated into construction plans. The Project is subject to compliance with the Migratory Bird Treaty Act, which is a standard condition that protects nesting migratory birds and requires a pre-construction avian nest survey conducted by a biologist pursuant to Standard Conditions BIO-1 and BIO-2. Implementation of these standard conditions will reduce project impacts on migratory birds to less than significant.

Database research on sensitive species published by the California Department of Fish and Game and the United States Department of Fish and Wildlife was conducted. According to the California Natural Diversity Database, the following Table IV-1 shows the threatened and endangered species that have been found in the City of El Monte in the past:

Table IV-1: California Natural Diversity Database Quadrangle Species List

Common Name	Scientific Name	State Status	Federal Status
Swainson's hawk	Buteo swainsoni	Threatened	None
Western yellow-billed cuckoo	Coccyzus americanus occidentalis	Threatened	Endangered
Bank swallow	Riparia riparia	Threatened	None
California Natural Diversity Database Quadrangle Species List for City of El Monte 3/13/2019			

Cornell Lab of Ornithology reports that the Project Area could be used for migration by the western yellow-billed cuckoo, bank swallow and Swainson's hawk. However, the Project Area is urbanized, and it does not include riparian or expansive grassland habitat used for foraging by these species. Larger trees located in the Project Area provide roosting habitat and landscaping may provide some foraging opportunities; these species may be found in the Project Area during regional migration but are not likely to be resident species. The Project could temporarily inhibit the use of portions of the Project Area for avian migration due to proposed construction activity and noise, involving approximately 100 to 500 linear feet each day. The Project could result in removal of larger trees and replacement with an increased number of smaller trees due to 2:1 replacement ratio. Due to phasing and the defined Project Area, the Project would not result in widespread or permanent impacts to migration and these species would move to nearby areas with less activity. Larger trees found in the Project Area could provide habitat for some migratory nesting birds and raptors, that are protected under the Migratory Bird Treaty Act. Construction within proximity to nesting birds is a potentially significant Project impact. The typical nesting season for birds within the Project Vicinity is between February 1st and August 31. Standard Conditions BIO-1 through BIO-2 will be implemented with the Project and requires completion of a nesting bird survey and report by a qualified biologist within 3 days prior to initiation of construction. If active nests are found, a protection plan or nest avoidance would be required for Project compliance with the Migratory Bird Treaty Act. For the reasons stated above, the Project will have less than significant impacts with mitigation.

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 Game or U.S. Fish and Wildlife Service?

Less Than Significant With Mitigation Incorporated. As discussed in Response 14.IV a), there are no sensitive natural vegetation communities or riparian habitat within the Project Area. The Project Area and Project Vicinity are urbanized. The rivers closest to this area have concrete channels. Surface water in the Project Area is generally from storm flows over developed parcels, which are conveyed into and through the City storm drain system located in public streets and directed toward Whittier Narrows area to the southwest. These surface flows can carry accumulated pollutants, trash and debris from the Project Area and discharge into tributary segments of the Rio Hondo and San Gabriel Rivers, into tributary retention basins and eventually discharge into the Pacific Ocean. Since the Project will temporarily increase dust and debris in the Project Area, construction has the potential to increase pollutant loads in surface water and to impact water quality in receiving waters. On this basis, the Project has the potential to impact water quality in surface flows, and the Project could have an adverse effect on riparian habitat associated with receiving waters which are tributary to the Project Area and under jurisdiction of the California Department of Fish and Wildlife and US Fish and Wildlife Service. The Project will be required to comply with water quality standards enforced by State Water Board under the City of El Monte's General Construction Storm Water Permit pursuant to Water Quality Order 99-08-DWQ and pursuant to Standard Condition HYD-1. The General Construction Permit will require implementation of Best Management Practices (BMPs) during Project construction, such as: Regular filtered vacuuming of paved areas, placement of temporary containment and filtering devices prior to discharge, chemical or water stabilization of disturbed surfaces and covering materials stockpiles and truck loads to reduce transport of sediment and pollutants in surface water runoff to reduce adverse effects on any receiving waters and riparian habitat that is tributary to the Project. Therefore, the Project would have less than significant impacts to sensitive natural communities or riparian habitat with the implementation of Standard Condition Plans, Programs, and Policies.

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

Less Than Significant With Mitigation Incorporated. See Responses 14.IV a) and b). Wetlands are defined by Section 404 of the federal Clean Water Act as land that is comprised of hydric soils that are flooded or saturated by surface water or groundwater at a frequency and duration which is sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils and is referred to as hydrophytic vegetation. Wetlands include areas such as swamps, marshes, and bogs. The Project Vicinity is entirely urbanized and there no wetlands in the Project Vicinity; however, surface water in the Project area flows in a southwest direction toward Whitter Narrows, which contains surface waters, which could meet the definition of wetlands. The Project could also contribute to water quality concerns in

coastal areas which are tributary unless BMPs are implemented with construction. For example, keeping track out points for trucks clean and free of dust and debris, covering haul loads, and stabilizing disturbed soils will reduce the potential for sediment generated by the Project from being carried from the Project Area into surface and receiving waters which are tributary. Please refer to Section 14.X. Any Project-generated contaminants discharging into this area could be considered a significant impact. The Project will implement Mitigation Measures AQ-1 through AQ-3 and Standard Condition HYD-1 to reduce impacts through source control and by filtering runoff leaving the Project Area prior to discharge into the City storm drain system. Therefore, impacts to wetlands which are tributary to the Project will be less than significant with mitigation.

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?

Less Than Significant With Mitigation Incorporated. See Responses 14.IV a) through c). Due to the Project location being within an entirely urbanized area, Project construction would not directly impact native resident or migratory fish or native wildlife nursery sites. Construction-related water pollutants will be filtered within the Project Area prior to discharge pursuant to Mitigation Measures AQ-1 through AQ-3 and Standard Condition HYD-1. Due to phasing and the limited scope of the Project, substantial interference of the migration of terrestrial species which have adapted to urban settings and may use this area as a migratory corridor is not anticipated. Depending on when construction occurs, there could be a significant impact to nesting or roosting migratory birds that may be in trees near areas of active Project construction. This potential impact would be avoided through scheduling construction activities outside of the nesting season, conducting a bird nest survey prior to construction commencement and/or biological monitoring of nests during construction to reduce disturbance of Migratory Bird nests that are present. Standard Conditions BIO-1 through BIO-2 will be implemented to lessen impacts to less than significant levels.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant With Mitigation Incorporated. Chapter 14.03 of the City of El Monte Code of Ordinances sets forth provisions for tree protection within City Limits. Trees along the Project alignment have been assessed to document applicability of some of these provisions. Rocks Biological Consulting (RBC) conducted a preliminary tree survey and prepared a memorandum of findings dated May 18, 2019 (RBC, 2019), which can be found in Appendix B. This report documents 660 trees within the Project Area. Estimated tree heights range from less than 15 feet to over 50 feet and are shown in Table I-2 and on Figure 8.

There were 660 trees observed within and adjacent to the Project Area, and 576 of these are estimated to be less than 30 feet tall, 70 trees are between 30 feet and 49 feet tall, and 14 trees are estimated to be taller than 50 feet. Significant impacts to trees that are less than 30 feet tall are not anticipated because the City will implement the Tree Protection Ordinance and these trees, if removed, could be replaced pursuant to the Tree Ordinance. There is a total of 70 trees with estimated heights between 30 to 49 feet tall and located within or adjacent to the Project Area where significant impacts from Project construction could occur in terms of required trimming or tree removal. The Project is designed and will be constructed to avoid and minimize direct impacts to trees and tree roots, especially larger trees, shown on Figure 7. There are some larger trees, 14 trees, which are estimated to be over 50 feet in height and may have roots growing into the public right-of-way under paved streets where new gravity sewer mains are proposed in the streets and where laterals will need to be constructed on private property. This is a potentially significant Project impact and could require tree removal if roots cannot be avoided and based on recommendation from the City Arborist. It is not likely that relocation and/or replacement with similar sizes would be implemented and the City has initiated a tree replacement program, pursuant to the General Plan, within the Project Area where larger trees pose concerns with regard to utilities and safety. Pursuant to Standard Condition BIO-4, the contractor shall be responsible for installing protective fencing in areas where construction will occur near the root zone of any protected trees and for obtaining a Tree Removal Permit from the City of El Monte pursuant to the Tree Protection Ordinance prior to any removals. Tree replacements will be implemented according to the General Plan policies and at the discretion of the City Arborist pursuant to Standard Condition BIO-5, which includes consideration of a tree appraisal and replacement at a ratio of at least 2:1 The application of the Tree Protection Ordinance and General Plan guidelines and Standard Conditions BIO-3 through BIO-5 will reduce impacts to less than significant levels.

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?

No Impact. The Project is located in an urban area that is not subject to any habitat conservation plan. In addition, the site has been previously disturbed to accommodate the existing development and no natural habitat resources remain as a result. Therefore, no impact would occur.

Mitigation Measures

None

Standard Condition Plans, Programs, and Policies

SC BIO-1: Prior to commencement of work during the typical nesting season, both within the public right-of-way and on parcels within and adjacent to the project, the City shall hire a qualified biologist to conduct a nest survey, within the project boundaries and within a 1,000-foot radius buffer, three days in advance of the start of construction (for work beginning approximately between February 1 and September 1). This survey for bird nests will report the location of nesting birds that could be impacted by the project

for species covered under the Migratory Bird Treaty Act and Fish and Game Code sections 3503, 3503.5, and 3513.

SC BIO-2: If active nests are found, the biologist will be retained for construction monitoring and to coordinate with CDFW on establishing specific buffers around nests, based on species, that are sufficient to ensure that breeding is not likely to be disrupted or adversely impacted by construction pursuant to CDFW requirements. Buffers around active nests will be established pursuant to CDFW protocol or determination by a qualified CDFW biologist for smaller buffers which are sufficient to avoid impacts to nesting birds. Buffers will be maintained until young have fledged or the nests become inactive. Factors for consideration on nest buffers will include:

a. the presence of natural buffers provided by vegetation or topography;
b. nest height;
c. locations of foraging territory;

and baseline levels of noise and human activity.

SC BIO-3: The City shall hire a qualified arborist to mark and flag in the field the drip zones where feasible for the protection, during construction, of roots and trees and plants defined as Heritage Trees per Section 14.3.20 of the El Monte Municipal Code; and, supervise installation of fences/barriers pursuant to Tree Ordinance requirements to protect heritage trees and tree roots in place.

SC BIO-4: The contractor shall limit tree and shrub trimming and removal to what is essential for project implementation and proper operation of the public utility and shall hire a qualified arborist to conduct a tree survey for any removals and trimming deemed necessary.

SC BIO-5: If tree removals are required, the contractor shall provide tree replacement at the location of removal at a ratio of at least 2:1 based on a tree appraisal for Heritage Trees, an arborist report on tree health and community safety, and input from the City Arborist. If actual tree replacements cannot achieve an appropriate ratio at the location of the removals a contribution to the Tree mitigation and planting fund will be made in an amount equal to the value of the tree removed minus the value of the replacement and pursuant to the El Monte Tree Protection Ordinance, Chapter 14.03 of the Municipal Code.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 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?	☐	☐	☒	☐

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Less Than Significant With Mitigation Incorporated. CEQA Section 15064.5 defines a historical resource as a resource listed in the California Register of Historical Resources, a resource determined to be eligible by the California Historical Resources Commission for listing in the California Register of Historic Resources (generally built prior to 1970 and based on condition), as well as any resource deemed by the Lead Agency as a locally significant historical resource. Historic-age trees and most of the existing primary residential structures were present in the Project Area by 1948 and are documented on historical aerials and Tax Assessor records as shown in Figures 6 and 7 and in Tables I-1 and I-2. Likewise, historic-era sidewalk stamps were found during a field survey of the Project Area and are considered historical resources. Structures that are 50 years of age or older (prior to 1969) are generally considered to have potential for historical significance pursuant to Title 36, Code of Federal Regulations 60.4 and the California Code of Regulations § 4852. Some structures less than 50 years of age may also meet eligibility requirements as historical under CCR § 4852 if historical importance is established for these structures according to this section of the California Code of Regulations. Undocumented buried resources that may be found during excavation for sewer mains and laterals with the Project may also be considered historical resources.

The El Monte General Plan, Cultural Resource Element, defines significant historical structures as any building that may have any relevance to the history of the City, regardless whether it has been officially registered with the federal or state government (El Monte General Plan, 2011). The Cultural Resource Element also identifies the El Monte High School Manual Arts Building as a Historical Resource, which is located over 400 feet east from Project improvements that are proposed within the intersection of Tyler Avenue and Mildred Street (El Monte General Plan, 2011). Other locally-designated significant resources within the Project Area, include the Tony Arceo Memorial Park Bandshell and the Cultural Complex located east of the Project including the El Monte Community Center, the Grace Black auditorium, courtyard, and El Monte Historical Society Museum. These resources are identified as Historical Resources in the General Plan due to their age, architecture, condition, and relevance to the City of El Monte's history.

A historical survey was conducted by Laguna Mountain Environmental, Incorporated (Laguna, 2019) within the Project Area and documents sidewalks with construction stamps dating to the original occupation in the Project Area (Circa 1920's and 1930's). Some of the single-family residential structures in the Project Area to be from the same era. These resources are considered historical resources that could be impacted both directly and indirectly by the Project.

Research was conducted on the age and extent of original construction for primary residential structures in the Project Area using Los Angeles County Tax Assessor records and historical aerials. These records show the original date of construction, square footage and footprint of the original construction of the homes on each parcel in the Project Area. Tax Assessor records also document subsequent renovations that triggered value reassessment for improvements with extensive renovations such as increased building area and room count for bedrooms and bathrooms and significantly modified layouts.

Property tax records show that all but one existing residential structure located in the Project Area would be eligible for historic designation based only on the date of original construction. Most of these structures were originally constructed between 1928 and 1948. Tax Assessor data indicates that 52 of the existing homes were constructed in the Project Area by 1937 and predate the City sewer system. By 1949 a total 127 existing homes were constructed in the Project Area, prior to regular waste collection services, which were instituted after incineration was banned in the Los Angeles Area in the late 1940's (Laguna Mountain 2019). By 1962 there were a total of 152 homes constructed in the Project Area. However, most of these structures have undergone significant alteration of the layout and room count with remodeling, which has likely brought remodeled areas into compliance with more recent standards of the Uniform Building Code, and has increased building footprint, overall square footage, and number of bedrooms and bathrooms. One home in the Project Area has a documented construction date of 1991 and is not considered historically significant based on age of construction.

Table I-1 shows a total of 58 structures located within the Project Area that appear to have no significant renovations, based on property tax records and historical aerials, indicating original building footprint and improvements. These 58 parcels were all constructed prior to 1950, which suggests that buried subsurface historical resources dating to initial occupation of the Project Area could be found on these parcels within building setbacks. The remaining structures in the Project Area have modified building footprints which have reduced the original building setbacks, indicating reduced potential for subsurface resources. A windshield survey of the Project Area was conducted on July 30, 2019 and focused on the 58 residential structures which had no apparent alterations to the floor area according to Tax Assessor records and historical aerial photos. The street survey identified building conditions and exterior architectural treatments and finishes which could easily be identified from the street, such as modern exterior finishes and replacement windows. The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings, published by U.S. Department of the Interior (Grimmer, 2017), was used as a guidance for potential significance of these resources. The results of this survey indicate modified exterior treatments, such as modern windows, facades and appurtenances which are not consistent with the original era of construction, on 44 of the 58 structures. Only 14 structures in the Project Area appear to be in nearly original condition. The potential to encounter buried cultural resources is highest at these 14 parcels and within the public right-of way in local streets due to trenching for the sewer main and laterals necessary

for Project implementation in areas that have not undergone significant modifications below ground surface since the original dates of occupation within the Project Area.

The results of this research are shown in Table I-1 and indicate that nearly all residential structures within the Project Area are potentially historical based on the year of original construction; however, remodeling has resulted in significant structural modifications on most parcels. In addition, modified windows and exterior treatments are present on most structures and indicating significant modifications which are not consistent with the era of original construction have occurred.

No direct impacts to residential structures are anticipated with the Project because lateral connections will be made at existing sewer cleanouts. Based on the type of equipment, soils, and proximity of construction activities, it is anticipated that indirect cracking and settlement from ground borne vibration or instability and lateral spreading in deeper trenches are potentially significant Project impacts on existing adjacent structures located in the Project Area. Implementation of recommendations provided in the geotechnical report for the Project (Ninyo & Moore, 2019) are listed Section 14.VII and are summarized as follows: Mitigation for the Project requires implementation of the recommendations of a licensed geotechnical engineer during trenching and construction. Mitigation measures such as halting construction if monitoring indicates ground borne vibration exceeding the velocity of 0.2 inches per second or more than ½ inch of settlement will protect older adjacent structures from cracking and settlement due to vibration. Likewise, shoring in deeper trenches may be needed, at the discretion of the geotechnical engineer, to reinforce trenches and support adjacent structures; and with driven shoring systems vibration monitoring would be required. These mitigation measures will be implemented pursuant to notes and specifications on Project Plans to reduce potentially significant indirect impacts on existing residential buildings to less than significance. The standard application of the City's plan check and inspection process will ensure that impacts in this regard are less than significant with mitigation. Construction of laterals within building setbacks on private property and in sidewalks and streets where connections can be made with the relocated mains will be implemented according to mitigation measures in Section 14.VII, as summarized above, and in a manner which minimizes direct and indirect impacts to existing structures, landscaping, and sidewalks pursuant to stated Project Objectives and Mitigation Measure LAND-1.

In addition, direct impacts (removal and replacement) of ancillary structures such as driveways, fences and walls and landscaping will occur and will vary based on the location of existing cleanouts and other existing site conditions for each parcel. Project improvements on each property would be planned, implemented and restored to pre-project conditions pursuant to stated Project Objectives and approval of the landowner and the standard application of City of El Monte Codes and Ordinances for site plan review and implementation of the Community Design Element pursuant to Mitigation Measures LAND-1. With the implementation of this mitigation measure no significant direct Project impacts on ancillary structures are anticipated.

Trenching on private parcels has the potential to unearth or destroy buried historical resources and this is a potentially significant Project impact. Construction monitoring by a historian and archaeologist, pursuant to Mitigation Measures CUL-1 and CUL-3, during initial ground disturbance to maximum depth of construction for sewer laterals and manholes is recommended as mitigation to reduce this potentially

significant impact to less than significance on 58 parcels with original building footprints noted on Table I-1 and during initial ground disturbance to maximum depth of construction for sewer mains in the public right.

Pursuant to Mitigation Measures CUL-1, CUL-2 and CUL-3, the locations of sidewalk stamps shall be noted on Project plans during the design process and the Contract Documents will require any stamps that need to be temporarily removed during construction shall be protected in place or removed and replaced in same location once construction is completed.

For the reasons stated above, Project impacts on historical resources are considered less than significant with mitigation.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant With Mitigation Incorporated. There are no known, previously documented, prehistoric archaeological resources in the Project Area (Laguna Mountain, 2019). The Project will require excavations for new manholes and new pipeline where previously unknown resources could be encountered during construction. El Monte's General Plan EIR update in 2011 determined that future development throughout the City Planning Area has a low probability for encountering archaeological resources. According to the findings in the report prepared by Laguna Mountain Environmental, Incorporated (Laguna 2019), the potential for encountering any prehistoric archaeological resource is low and is considered less than significant. As discussed in Sections 14.I Aesthetics and 14.V Cultural Resources, occupation within the Project Area predates regular waste collection service and approximately 30 percent of the existing structures appear to have the original building footprint documented by the Tax Assessor data as original construction. Therefore, it is possible that buried historic resources could be found in some existing building setbacks. Mitigation Measures CUL-1 through CUL-3 will require archaeological and historical field training prior to commencement of construction and monitoring if resources are found and will reduce potentially significant impacts to less than significance.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant. The Project site is not known to have been used as a burial site. The likelihood of finding buried remains during excavation is not known but is considered low due to previous disturbance from farming and urbanization. As mentioned in Response 14.V b), the Project Area is not within vicinity of known archaeological resources. If human remains are found, work would occur pursuant to Standard Condition CUL-4 and Mitigation Measures TRI-1 through TRI-6. The Los Angeles County Coroner's office would be contacted pursuant to Health and Safety Code Section 7050.5 to identify next steps. If Native American remains are found, Mitigation Measures TRI-1 through TRI-6 will be implemented by the City/Contractor and the most likely descendent would be notified pursuant to Section 5097.94 of the Public Resources Code. For these reasons, impacts are less than significant with mitigation.

Mitigation Measures

MM CUL-1: The City shall hire a cultural historian, meeting qualifications of the Secretary of the Interior. The Cultural historian shall provide the following services for the Project:

a. Conduct research on the historic location of structures, such as sheds and privies and original parcel layouts to determine the likelihood of encountering buried resources during earthwork within building setbacks on properties numbered 1 through 52 on Figure 7 of the ISMND.

b. Conduct pre-construction tailgate training and a site walk-through to locate and flag all potentially significant historic resources in the field, including but not limited to sidewalk stamps, and to identify protection plans for areas where buried resources may be found in building setbacks, or historic resources and structures may be impacted during construction, especially on parcels numbered 8, 12, 26, 28, 29, 38, 40 and 44 labeled as "Lateral Connection Parcel with No Modified Building Footprint or Architectural Alteration Noted" on Figure 7 of the ISMND. Training to construction staff will be for identification of potentially significant historic resources and subsurface historic resources in building setbacks, and for protection of these resources and historic structures that could be affected during earthwork. Training shall cover next the steps needed for protection in place, removal and disposition.

c. Determine if a 50- or 100-foot radius, as described in CUL-2 and CUL-3, is adequate for protection of historical resources (sidewalk stamps, buried resources, and structures over 50 years of age) identified on Figure 7 of the ISMND as "Lateral Connections Parcel with No Modified Building Footprint" and "Lateral Connection Parcel with No Modified Building Footprint or Architectural Alteration Noted" – Structures Nos. 1 through 52). Sidewalk stamps will be slated either for protection in place or temporary removal during construction and replacement to the original location after construction is complete.

d. Mark both the limits of protection in place or oversee temporary removal, storage and protection for historic sidewalk stamps prior to commencement of construction.

e. Monitor construction activities around the historical sidewalks and structures so that removal or destruction of historical resources will be avoided. Monitoring of historic era structures and resources must be done by a qualified cultural historian ; and,

f. If buried resources are found, monitor earthwork, document the significance of the subsurface resources, and determine the next appropriate steps for disposition and removal.

MM CUL-2: Prior to approval of final improvement plans and specifications, the City Engineer shall verify that the plans show both a 50-foot radius from trenches and a 100-foot radius between proposed driven shoring systems and historic era structures and resources (especially in building setbacks for

structures/parcels numbered 1 through 52 on Figure 7 of the ISMND) and where sidewalk stamps are found in connection with MM CUL-1. The geotechnical engineer for the project will utilize these areas for vibration monitoring and settlement monitoring where plans show excavations will be deeper than 10 feet and the need for shoring is established or for work on private parcels.

MM CUL-3: Prior to commencement of construction the Contractor shall hire an archaeologist meeting the Secretary of Interior's Standards to perform the following activities. The archaeologist shall:

a. Conduct field training regarding identification and disposition of buried archaeological resources that may be found during construction prior to start of construction.
b. Conduct field testing with a shovel probe or hand auger testing to depths of 15 feet to determine if monitoring will be necessary for buried archaeological resources especially where new sewer mains will be constructed and in building setbacks where new laterals will be constructed on parcels numbered 1 through 52 on Figure 7 of the ISMND, which are identified as "Lateral Connection Parcel with no Building Footprint or Architectural Alteration Noted" and "Lateral Connection Parcel with No Modified Building Footprint."
c. If deemed necessary per CUL-3, b. The archaeologist shall monitor earthwork within the streets and on private lots, where laterals and sewer main will be constructed, in areas that have not been previously disturbed to trench depths (up to 15 feet below ground surface);
d. Assess the significance of resources found during trenching and grading and subsurface work; and,
e. Work with the Contractor and Geotechnical Engineer to remove significant finds from the construction site and curate or store for future curation, archaeological resources found during subsurface work.

Standard Condition Plans, Programs, and Policies

SC CUL-4: If any human remains are discovered during demolition or any phase of construction, the Contractor is required by California Code of Regulations Title 14, Division 6, Chapter 3, Article 5 Section 15064.5 to contact the Los Angeles County Medical Examiner-Coroner's office to initiate proper identification and deposition of remains as follows:

Stop work at the site or at any nearby or overlying areas until the contractor contacts the Los Angeles County Coroner and the Coroner has determined that:

a. No investigation of the cause of death is required, and whether or not the remains are Native American.
b. If the remains are Native American, the Coroner will contact the Native American Heritage Commission within 24 hours to identify the person or persons believed to be the most likely descendent.
c. The Contractor may carry out the recommendations for treatment and disposition of the remains and any grave goods with appropriate dignity as provided in Public Resources Code Section 5097.98 and per the recommendations of the most likely descendent.

d. Where the following conditions occur, a landowner or authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.
   1. If the Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.
   2. If the identified descendant fails to make a recommendation; or
   3. If the landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. 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?	☐	☐	☒	☐

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. During construction, the Project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, construction equipment and electrically driven equipment and tools. Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California regulations limit idling from both on-road and off- road diesel-powered equipment and are enforced by the ARB (California Code of Regulations [CCR] Title 13 § 2449(d)(2) and 2485). Also, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

The City's permissible work hours for this project are within the following time frames:

3. On Tyler Avenue, Santa Anita Avenue, Garvey Avenue, Bodger Street, Mildred Street, and within 100 feet of intersections with those streets, work shall be performed between the hours of 8 A.M. to 4 P.M., Monday through Friday.
4. On all other streets within the project area, work shall be performed between the hours of 7 A.M. to 5 P.M., Monday through Friday.

As on-site construction activities would be restricted between these hours, it is anticipated that the use of construction lighting would be minimal. Due to the temporary nature of construction and the financial incentives for contractors to use energy-consuming resources in an efficient manner, the Project would not result in wasteful, inefficient, and unnecessary consumption of energy. For the reasons stated above, there would be a less than significant impact.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. As described above, the Project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, construction equipment and electrically driven equipment and tools. Idling for both on-road and off- road diesel-powered equipment would be limited. The Project would be required to comply with these regulations,

which are enforced by the ARB. Part 11, Chapter 5, of the State's Title 24 energy efficiency standards. Therefore, it is anticipated that the Project would not conflict with or obstruct plans for renewable energy or energy efficiency and energy impacts would be less than significant.

Mitigation Measures

None

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. 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 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

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 area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant. Table VII-1 shows principal active faults in the Project vicinity, the approximate fault-to-site distances, and the maximum moment magnitudes of the faults (USGS, 2008). No active faults are known to cross the Project Area and therefore the probability of damage from surface fault rupture is considered to be less than significant (Ninyo & Moore 2019).

Table VII-1: Principal Active Faults		
Fault	**Fault to Site Distance Miles (kilometers)**	**Maximum Moment Magnitude (M_{max})**
Elysian Park (Upper)	3.5 (5.7)	6.7
Elsinore	4.8 (7.7)	7.9
Raymond	5.1 (8.2)	6.8
Sierra Madre	7.3 (11.8)	7.3
Verdugo	8.1 (13.0)	6.9
Clamshell-Sawpit	8.1 (13.1)	6.7
Puente Hills (Los Angeles)	8.3 (13.3)	7.0
Puente Hills (Santa Fe Springs)	9.3 (14.9)	6.7
San Jose	9.3 (15.0)	6.7
Hollywood	11.6 (18.7)	6.7
San Andreas	28.2 (45.3)	8.2
Source: (Ninyo and Moore, 2019). Geotechnical Evaluation Nevada Avenue and Bodger Street Area Sewer Replacement Project Capital Improvement Program No. 005 El Monte, California		

ii) Strong seismic ground shaking?

Less Than Significant With Mitigation Incorporated. As mentioned in Response 14.VI a) Part i), there are no active earthquake faults which have been documented within the City limits. However, the City of El Monte, as with all of southern California, experiences seismic shaking from faults located throughout this region. The extent of ground shaking and level of risk within the Project Area associated with ground shaking from seismic activity is comparable with other locations throughout the southern California region and is related to the proximity with nearby faults and the potential magnitude as shown on Table VII-1. A geotechnical evaluation for the Project Area was conducted by Ninyo & Moore and is included as Appendix D; this evaluation included exploratory borings and soil samples taken throughout the Project Area, (See Figure 9) and includes recommendations on trench stability, minimizing risk of damage to adjacent structures, the construction foundation treatments, such as recompacting the trench bed and the use of stable fill material around the pipe, that will be implemented with the Project to reduce adverse effects on the Project. Implementation of the recommendations of the geotechnical engineer related to Project design and site preparation and the implementation of Occupational Health and Safety Standards and City of El Monte's Municipal Codes and Ordinances pertaining safety and regulating construction of infrastructure, as identified in Mitigation Measures GEO-1 and GEO-2 will reduce impacts to less than significance. In particular, Chapter 12.08 of the City of El Monte Municipal Code sets forth standards for design and inspection requirements for construction within streets and sidewalks under the City jurisdiction. Project implementation will create a temporary increased level activity and daytime population within the Project Vicinity, with the construction crew not exceeding 20 at any time and up to 5 inspectors at the Project during construction within the 10-month construction schedule. However, the Project will not result in permanently increased population within the Project Area and will not expose

substantial numbers of people to risk from strong seismic ground shaking. For the reasons stated above, the standard implementation of State and Local Ordinances and mitigation measures for the Project would reduce impacts related to the adverse effects of strong seismic ground shaking to less than significant levels.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant With Mitigation Incorporated. See Response 14.VII a) i) through ii). As shown on Figure 5.4-1 of the General Plan EIR (El Monte 2011) most of the City of El Monte is underlain by young alluvial-fan deposits and young wash deposits from the San Gabriel and Rio Hondo Rivers and other tributaries which were located in this area prior to channelization and urbanization. Alluvial soils are deposits from river flow and are unconsolidated, granular soils with a high sand, gravel or silt content. These types of soils are known to be susceptible to liquefaction and lateral spreading. Liquefaction is reduced strength and stiffness of soils and reduced ability of soils to support the weight of structures, which can occur with high groundwater in unconsolidated soils during ground shaking from earthquakes. Liquefaction and lateral spreading can also occur in deeper trenches without shoring support. According to the City of El Monte General Plan Liquefaction Hazard's Figure PHS-1, the location of the Project is susceptible to liquefaction due to the presence of alluvial soils.

The Geotechnical report for the Project also indicates that the Project is situated within a relatively flat alluvial fan in the San Gabriel Valley (Ninyo & Moore, 2019), east of Los Angeles. Geologic mapping by Dibblee (1999) shows the site is underlain by Holocone-age alluvial fan deposits generally consisting of gravel, sand, and silt of valleys and floodplains. Alluvium was encountered beneath the pavement sections in each of the borings to the depths explored of up to approximately 23 feet. The alluvium generally consisted of dry to moist, loose to very dense, silty sand, poorly graded sand, and sandy silt with variable amounts of gravel, and very soft to very stiff, silt. Groundwater was not encountered in any exploratory borings up to approximately 23 feet below ground surface. Groundwater monitoring well data from the State of California Department of Water Resources website (2019) indicates that the depth to groundwater at three monitoring wells located within a ½-mile radius from the Project ranges from approximately 51 to 96 feet below the ground surface. The State of California Seismic Hazard Zone Map (CGS, 1999) indicates that the sewer pipeline alignments are located within an area considered to be susceptible to seismically induced liquefaction. Recommendations in the Project Geotechnical Investigation Report, prepared by Ninyo and Moore, (Appendix D) identify strategies to reduce the risk from liquefaction and will be implemented on an as-needed basis during construction as determined by the Geotechnical Engineer, for stability of trench excavations, dewatering, and trench shoring during construction pursuant to Mitigation Measures GEO-1 through GEO-3. Some of the soils within the Project Area are relatively loose or soft depending on the depth and may not be stable to support the new pipeline. Unstable bottom conditions would require recompacting the trench bottom or over excavation and replacement with gravel wrapped in geofabric beneath the bottom of the pipe trench for stability. In addition, compliance with Section 12.20.050 of the El Monte Municipal Code specifies methods to be used for filling Project trenches and Section 12.08.070 requires the City Engineer to duly inspect and supervise construction of improvements as specified in Section 12.20.160. The enforcement of the City of El Monte Codes and Ordinances includes the requirement for evaluation of the Project by a Geologist and

Geotechnical Engineer for design compliance with applicable Codes and Ordinances. Recommendations from the Project Geotechnical Engineer will be incorporated as Project Mitigation. Mitigation measures GEO-1 through GEO-3 will be implemented in order to reduce impacts to levels that are less than significant.

iv) Landslides?

No impact. The Project area does not contain any slopes or landslide areas (California Department of Conservation, USGS Landslide Basemap, 2019). The Project will be built in a gently sloping location and contains urban developments, therefore there would be no impacts related to landslides.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant With Mitigation Incorporated. Demolition and trenching would expose unconsolidated soils and make them temporarily susceptible to wind and water erosion. Potential erosion would be monitored and reduced according to Chapter 12.20 of the City of El Monte Municipal Code with regard to excavations and as required by State Water Resources Control Board with regard to Storm Water Pollution Prevention and as required by the SCAQMD regarding Rules 403 and 1466 for Best Available Control Measures (BACM). The Project will incorporate BACM related to a Dust Control Plan approved by the SCAQMD. Standard implementation of Mitigation Measures AQ-1 through AQ-3, GEO-1, and Standard Condition HYD-1 during construction and the standard application of the City of El Monte's Codes and Ordinances for Project design, plan check and inspection, will ensure that Project-related erosion impacts can be reduced to less than significant levels.

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?

Less Than Significant With Mitigation Incorporated. Refer to Responses 14.VII a) and b). A subsurface evaluation was conducted on March 21 and July 18, 2019, by Ninyo and Moore (See Appendix D) and consisted of the drilling, logging, and sampling of ten locations by advanced borings to depths up to approximately 2.5 feet below the ground surface (See Figure 9). The results of the borings indicate that the Project Area is underlain with alluvium Near-surface soils are generally loose or soft and have little cohesion. Therefore, excavations required for Project construction have the potential to result in isolated areas of temporarily unstable soils in trenches. Likewise, adjacent structures may need to be protected in place with shoring and monitoring for vibration-related issues such as settlement. These are considered potentially significant Project impacts (Ninyo & Moore, 2019). The need for trench shoring to construct the sewer laterals will be evaluated on a case by case basis pursuant to Mitigation Measures GEO-1 through GEO-3 and will depend on the depth of the pipeline and the proximity of the trench to the residential buildings or other improvements that will be protected in-place. In addition, standard procedures for implementing the El Monte Municipal Code will be incorporated into the Project Plans and

Specifications. Potentially significant impacts from temporary soil instability can be reduced to less than significance through the conventional application of the City plan check process for design and construction of infrastructure improvements and mitigation measures for the Project; City requirements and procedures for public works inspections; and, the implementation of the geotechnical engineer's recommendations incorporated into the Mitigation Monitoring Program for the Project, requiring input on Project design and construction monitoring from a Geotechnical Engineer licensed in the State of California during construction. For these reasons impacts related to unstable soils are less than significant with mitigation.

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?

Less than Significant Impact. The City of El Monte General Plan EIR indicates that the soils underlaying the City are alluvial soils and do not have a high clay content; therefore, there is a low likelihood that soils which could be expansive, such as clay soils, could be encountered during implementation of the Project (City of El Monte General Plan, 2011). Therefore, the impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No impact. No phase of construction of the Project will require the use of septic tanks or alternative wastewater disposal systems. There are no septic systems located within the Project Area (Sewer Masterplan, 2019). Therefore, there would be no impact.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant. Excavations into native soil materials where undiscovered paleontological resources could be found is not expected with the Project. According to the General Plan EIR, the City is within the San Gabriel Basin, which consists of unconsolidated alluvial materials that have a low probability of containing paleontological resources (El Monte General Plan, 2011). The Project locale was used for farming for a number of years and contains streets and developed buildings that would have required over excavation for foundations. Therefore, there is a low possibility of impacting a unique paleontological site or geologic feature. For these reasons, the impacts would be less than significant.

Mitigation Measures

MM GEO -1: Stability of trench excavations, dewatering, and trench shoring shall be implemented during construction pursuant to the recommendations of the Geotechnical Engineer and according to the Contractor's site-specific excavation support plan to stabilize trenches and field verified by the Geotechnical Engineer, Geotechnical Inspector, and the City Inspector.

MM GEO-2: Disturbed areas would be monitored and treated according to the Geotechnical Engineer's recommendations and Chapter 12.20 of the City of El Monte Municipal Code, and the Contractor's site-specific excavation support plan with regard to excavation, shoring and protection of adjacent structures.

MM GEO-3: The need for trench shoring to construct the sewer laterals and mains will be evaluated by the Geotechnical Engineer and Geotechnical Inspector and will depend on the depth of the pipeline and the proximity of the trench to the residential buildings or other improvements that will be protected in-place.

1. The contractor shall implement vibration monitoring with seismographs if a driven shoring system is used, to verify that vibrations occurring from construction do not exceed peak particle velocity of 0.2 inches per second.
2. The contractor shall develop and implement a surface settlement monitoring plan to verify that settlement occurring from construction does not exceed ½ inch.
3. The contractor shall halt construction in areas where settlement or seismograph monitoring exceeds the levels prescribed by the Geotechnical Engineer.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. 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?	☐	☐	☒	☐

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant. There are no adopted State or local standards for determining the cumulative significance of the proposed Project's greenhouse gas (GHG) emissions. The SCAQMD has recommended a threshold of 3,000 MTCO2/year for all non-Industrial projects. Construction would result in temporary increases in greenhouse gas emissions during construction and would not result in permanent changes in GHG, emissions of GHGs from equipment, activities or vehicles because the Project would not facilitate permanent growth and development. A CalEEMod emissions report is provided in Appendix F and has been generated to document estimated emissions levels from Project construction. The emissions report shows that Project-related GHG emissions levels are not significant. In addition, Mitigation Measures AQ-1 through AQ-3 will be implemented with the Project to reduce carbon emissions from Project construction that would contribute to GHG. For the reasons stated above, Project impacts are less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant. The City of El Monte does not currently have a Climate Action Plan. There are no established emission requirements for reducing GHG. The General Plan Environmental Impact Report states that any Project that would significantly contribute to global climate change impacts would be considered significant (El Monte General Plan EIR). Refer to 14.VIII a), the Project's emissions would be at a level considered less than significant to the SCAQMD GHG emissions threshold. Furthermore, the Project is being proposed to support existing levels of development and would not directly or indirectly contribute to growth beyond the level of full-buildout for the City that was considered in the EIR for the approved General Plan The Project will implement a Fugitive Dust Emissions Control Plan and Mitigation Measures AQ-1 through AQ-3 to further reduce emissions of criteria pollutants (NOX, SOX and VOCs) which contribute to the formation of Ozone and GHG. Therefore, the proposed Project would have less than significant impacts.

Mitigation Measures

None

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. 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 § 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?	☐	☐	☐	☒

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant With Mitigation Incorporated. Project construction could involve transport, use, and disposal of hazardous materials and wastes from Project implementation that are typically used for construction, including but not limited to fuel, oil, lubricants, and solvents. These substances would not pose a significant risk because they are regulated by all levels of government and the regulations are implemented by the City pursuant to Chapter 8.24 of the City of El Monte Municipal Code. The City Fire Marshal enforces regulation of hazardous substances through issuance of permits, monitoring and inspections and during construction pursuant to state, federal and local laws pertaining to air quality, water quality and hazardous materials regulation. In addition, mitigation measures for the Project involve proactive management of toxics that could become airborne during construction, Toxic Air Contaminants (TAC), fugitive dust and particulate matter emissions from earth disturbance. Implementation of Best Management Practices (BMPs) for fugitive dust emission control and Best Available Control Measures (BACM) to minimize TAC with the Storm Water Pollution Prevention Plan, Dust Control Plan, Hazardous Materials Management and Contingency Plan, Excavation and Transportation Plan, and Hazardous Soil Plan for the Project, impacts will be less than significant. The requirements of these mitigation plans will

be incorporated into the plans and specifications for the Project and are required pursuant to recommendations of the Pre-Construction Environmental Evaluation for the Project (Ninyo & Moore 2019), which can be found in Appendix A and Mitigation Measures AQ-1 through AQ-3 and HAZ-1 and SC HYD-1. Additionally, because the soil samples that were taken in the Project Area have shown lead amounts that exceed Soluble Threshold Limit Concentrations (STLC) established by EPA and California Department of Toxic Substances Control, hazardous waste excavation activities will need to be regulated pursuant to mitigation measures for the Project. These mitigation measures will be HAZ-2 through HAZ-8. The enforcement of these mitigation measures for the Project through the MMRP and the plans and specifications for the Project will prevent hazards to the public from the routine transport, use or disposal of hazardous materials related to the Project. Mitigation Measures AQ-1 through AQ-3, HAZ-1 through HAZ-8. and SC HYD-1 will be implemented in order to reduce potential impacts to less than significant levels.

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?

Less Than Significant With Mitigation Incorporated. See response 14.IX a). Based on the scope of the Project, proposed phasing, and required mitigation measures and hazardous materials management plans, the implementation of the Project will not involve potential release of large quantities of hazardous materials into the environment and that would create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving hazardous materials. The Project will proactively implement management and contingency plans designed to ensure proper handling, use, storage, transportation and disposal of substances that are listed as hazardous materials and regulated by the local Fire Marshal, State Department of Toxic Substances Control, and the EPA.

As stated in 14.IX a), Project construction will involve use, handling and disposal of hazardous substances that are regulated by all levels of government. As shown in Table IX-1, the Project location is within a quarter mile of 4 documented hazardous materials sites. The status of 3 of the sites is “Closed”, meaning that remediation has been completed and contamination is resolved. One of the sites, a gas station located at the southeast corner of East Garvey Avenue and North Santa Anita Avenue, is not resolved. This site is located southwest of the Project and is down gradient at a lower topographic elevation. Therefore, the presence of contamination from this site in excavated materials from the Project is not likely. Due to excavation that is required for implementation of the Project, there is likelihood of encountering contaminated subsurface materials and soils existing within the Project Area. Soils samples taken for the Project Area indicate elevated Lead concentrations in some shallow samples (within the top 6 inches) but not within deeper samples taken (at 2.5 feet below ground surface). Soil samples were also tested for pesticides due to historic use of the Project Area for agriculture. Pesticides were not found in two of the soil samples and three of the samples reported low detections of pesticides. Lead was reported exceeding the California EPA’s published Soluble Threshold Limit Concentrations (STLC) in three of the near-surface (0.5 feet) soil samples collected from boring locations B-1, B-4, and B-6. A Dust Control Plan, Excavation and Transportation Plan, Storm Water Pollution and Prevention Plan and Hazardous Soil Plan will therefore be implemented during construction phases to reduce impacts to less than significant levels.

With the standard implementation of City Codes and Ordinances and implementation of the required Mitigation Measures HAZ-2 through HAZ-7 for the Project, the likelihood of significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment be reduced to less than significance.

Table IX-1: Known Hazardous Materials Sites in Vicinity of Project Alignment

Address	Status	Potential Contaminants	Potential Media Affected	Distance from Project
11022 GARVEY AVE E EL MONTE, CA 91733	Closed	GASOLNE	Soil	1.3 Miles
10613 GARVEY AVE E, EL MONTE, CA 91733	Closed	GASOLINE	Soil	0.08 Miles
10610 E GARVEY AVE, EL MONTE, CA 91733 (southeast corner of Santa Anita Avenue and Garvey Avenue)	Open	BENZENE, DIESEL, ETHYLBENZENE, GASOLINE, MTBE / TBA / OTHER FUEL OXYGENATES, TOLUENE, WASTE OIL / MOTOR / HYDRAULIC / LUBRICATING, XYLENE	Other Groundwater (Uses other than drinking water)	0.11 Miles
3266 SANTA ANITA AVE, EL MONTE, CA 91733	Closed	GASOLINE	SOIL	0.07 Miles

Source: Geotracker 2019

c) 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 With Mitigation Incorporated. See response 14.IX a) and b). As shown in Table IX-2, the Project is located within one-quarter mile (10,890 feet) of 6 existing schools. This is a potentially significant impact. Mitigation Measures AQ-1 through AQ-3, HAZ-1 through HAZ-7, and SC HYD-1 include provisions for handling, containment, storage, transportation, and disposal of hazardous materials and will be enforced through the plan check and inspection processes by the City of El Monte to reduce potential Project impacts to less than significance.

Mitigation Measure HAZ-8 will also be implemented for the Project. Prior to final plan approval, the City Engineer shall verify that the improvement plans and specifications include a City-approved traffic control plan that facilitates the most efficient and safe traffic circulation and flow within the Project Area with regard to school access. The contractor shall schedule deliveries and materials export outside of peak hours for school arrivals and departures (7-9AM and 2-4PM). Haul routes shall be along the most direct route toward East Garvey and North Santa Anita Avenue to the freeway and shall avoid Tyler Avenue and extensive use of local streets in the Project Area.

Table IX-2: School Locations		
School Name	**Address**	**Approximate Distance from Project**
Wilkerson Elementary School	2800 Doreen Ave, El Monte, CA 91733	0.2 Miles
El Monte High School	3048 Tyler Ave, El Monte, CA 91731	0.2 Miles
New Lexington Elementary School	10410 East Bodger Street, El Monte, CA 91731	0.1 Miles
El Monte Christian Academy	11129 Brockway St, El Monte, CA 91731	0.25 Miles
Rio Hondo College	3017 Tyler Avenue, El Monte, CA 91731	0.1 Miles
Shining Star Pre School	3215 Santa Anita Avenue, El Monte, CA 91731	0.1 Miles
Source: GoogleMaps, 2019		

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No impact. Refer to Response 14.IX c). Government Code Section 65962.5 refers to the Cortese List, which is compiled by the Department of Toxic Substances Control (DTSC) and can be found at: https://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST. The Project is not located on a site which is on the Cortese list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impacts are anticipated.

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 nearest airport is 1.6 miles away and is the San Gabriel Airport. The Project is located within two miles of a public airport as shown on the Land Use Map of the General Plan (El Monte General Plan 2011) but is not expected to result in a substantial safety hazard for the Project construction crew.

The Project is a sewer replacement and would not involve increased permanent population or changed land use in the Project area. No impacts to aircraft or air operations will result as the Project Area is not within to any runway protection zone. For the reasons above, the proposed Project will not expose people or property to any new or greater potential adverse effects associated with airport operations or aircrafts. Therefore, there would not be an impact from the Project.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant With Mitigation Incorporated. All arterials within the City of El Monte are designated in the General Plan EIR as Emergency Access Routes. Both East Garvey Avenue and North Santa Anita Avenue border the Project, and both of these arterials will provide the closest street access from the Project to I-10 for emergency evacuation. Both arterials will likely be utilized by Project-related trucks for materials deliveries and for disposal of export materials. During construction, the Project will add slower moving trucks to these arterials and intersections, along East Garvey (between North Santa Anita Avenue and Tyler), and along North Santa Anita Avenue (between I-10 and Mildred Street). All local streets within the Project boundaries will provide through access or detours during construction, with a majority of the Project allowing access via one open lane in areas of active construction. The Project will slow down travel through the Project Area during construction. However, due to Project phasing involving 100-500 linear feet of active construction each day and implementation Mitigation Measure HAZ-5, which requires an excavation and transportation plan, and implementation a of a traffic control plan in compliance with City Codes and Ordinances and Mitigation Measure HAZ-8, Project-related traffic impacts on emergency response and emergency evacuation during would be considered less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No impact. The Project will replace a gravity sewer line within an area that has been developed for residential land uses for decades. The Project is surrounded by urban development in all directions. The Project would not expose people or structures to significant risk of loss, injury or death involving wildland fires. The Project Area is not within proximity of wildlands and would not change the level of exposure of people or structures to significant risk from wildland fires. The San Gabriel foothills are approximately 10 miles north of the Project and the area between the Project and the foothills is mostly built out and includes the I-10 Freeway which is a significant physical barrier between the Project and the foothills. The City Public Works Maintenance Staff is responsible for implementing an abatement program to reduce fuel for fires within City Limits. The Project Area is also served by the Los Angeles County Fire Department with the closest station being Station 166 located at 3515 Santa Anita Ave, located approximately 600 feet north of the Project. Assistance from other local fire stations is provided as needed. Station 166 is staffed with 6 firefighters and has the following equipment: 1 combination ladder truck/fire engine, 1 paramedic squad, 1 battalion, and 1 utility truck. The General Plan EIR indicates adequate levels of service and response times for existing conditions and General Plan buildout. For the reasons stated above, no impacts are anticipated.

Mitigation Measures

MM HAZ-1: Prior to issuance of permits, the City Engineer shall verify that a Hazardous Materials Management and Contingency Plan for proper handling storage and transport of all hazardous materials used and generated during Project construction. The contents of this plan shall include but not be limited to the following information which shall be implemented by the Contractor during all phases of construction:

a. A list of hazardous materials to be transported, stored, handled, and used during construction shall be provided and shall include procedures for compliance with label restrictions and all applicable federal, state, and local regulations.

b. The Hazardous Materials Management and Contingency Plan shall include a requirement for Construction staff training on handling hazardous materials.

c. At no time will flammable materials be stored within 10 feet of equipment that could produce a spark, fire, or flame.

d. The Hazardous Materials Management and Contingency Plan will include specific measures for spill prevention, control, and countermeasures that will be implemented to prevent spills or respond to accidental spills.

e. The Hazardous Materials Management and Contingency Plan shall include a log of daily activities and shall be kept at the construction site for the duration of construction.

MM HAZ-2: Shallow soil (surface to approximately 1.5 feet below ground surface (bgs) excavated from the vicinity of boring locations B-2, B-3, B-4, and B-6 as shown on Figure 9 shall be stockpiled separately. Soil represented by these samples should be characterized as non-RCRA (or California hazardous waste) and disposed of at an appropriately licensed facility. Field screening tools such as x-ray fluorescence (XRF) instruments can be utilized to screen the soil to delineate the lateral and vertical extent of elevated Lead concentrations above 80 mg/kg.

MM HAZ-3: The soil in the near surface layer (surface to 1.5 foot bgs) of sample locations impacted with lead and arsenic (vicinity of borings B-2, B-3, B-4, and B-6) should be removed as non-RCRA California hazardous waste for the entire width of the excavation and should be disposed of at a Class 1 disposal site in accordance with Title 22 CCR requirements. Field screening tools such as x-ray fluorescence (XRF) instruments can be utilized to screen the soil to delineate the lateral and vertical extent of elevated lead concentrations. The contractor should refer to the project excavation plans for details. After this Lead (over 80 mg/kg) and Arsenic (over 12 mg/kg) impacted soil is remediated or removed from the site, the remaining site soil will be classified as non-hazardous waste.

MM HAZ-4: The contractor shall develop and implement a hazardous materials mitigation plan, identify and incorporate a description of the steps that should be followed for encountering managing and disposing of non-RCRA California hazardous waste soil, contaminated soils, and earthmoving activities involving elevated levels of Lead (over 80 mg/kg) and Arsenic (over 12 mg/kg) in site soils.

MM HAZ-5: Prior to commencement of construction, the following plans shall be required for performance of the earthmoving activities within the project area and shall be provided to the City for approval prior to the commencement of field activities:

- A site-specific Health and Safety Plan (HSP) shall be developed for use by the contractor and all subcontractors doing fieldwork in association with the Lead and Arsenic in the soil. The site-specific HSP should be reviewed, signed, and stamped by a Certified Industrial Hygienist (CIH) and a copy should be provided to the City for review and approval prior to starting contaminated soil removal activities.
- A Lead and Arsenic compliance plan shall be prepared, reviewed, signed, and stamped by a CIH which includes a hazard analysis, dust control measures, air monitoring, signage, work practices, emergency response plans, personal protective equipment, decontamination, and documentation.
- An excavation and transportation plan (ETP) should be prepared for earthmoving activities for the Project. The contractor will submit a written, project specific ETP to establish the excavation schedule by location and date, and procedures to comply with requirements for excavating, transporting, and disposing or reusing soil from the Project Area. The ETP must comply with the regulations of the California DTSC and California OSHA. The ETP will include the location of disposal for hazardous materials. The ETP should include a sampling and analysis plan for the stockpile sampling and a transportation plan for the hazardous waste. The sampling and analysis portions must meet the requirements for the design and development of the sampling plan and reporting of test results contained in the EPA, SW 846, "Test Methods for Evaluating Solid Waste," Volume II: Field Manual Physical/Chemical, Chapter Nine, Section 9.1. The plan must include the following elements:
    - o Excavation schedule by location and date.
    - o Stockpile sampling and analysis plan for waste characterization. Stockpiles must be identified as suspected RCRA-Hazardous Waste, California-Hazardous Waste, Impacted Non-Hazardous Waste, or Acceptable for Reuse.
    - o Dust control measures.
    - o Site(s) for disposal of hazardous waste.

MM HAZ-6: The City should approve the planned receiving facility/party for any soil to be transported off- site in advance of that soil being transported off site.

MM HAZ-7: Site workers conducting the hazardous soil removal (e.g., conducting earthwork) should complete a training program meeting the requirements of 29 CFR 1910.120 and 8 CCR 1532.1 and 8 CCR 5192.

MM HAZ-8: Prior to final plan approval, the City Engineer shall verify that the improvement plans and specifications include a City-approved traffic control plan that facilitates the most efficient and safe traffic circulation and flow within the Project Area with regard to school access. Haul routes shall be along the most direct route toward East Garvey and North Santa Anita Avenue to the freeway and shall avoid Tyler Avenue and extensive use of local streets in the project vicinity.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. 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?	☐	☐	☐	☒
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 a 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; or	☐	☒	☐	☐
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?	☐	☐	☒	☐

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant With Mitigation Incorporated. Protection of water quality is under the purview of the USEPA pursuant to the Federal Clean Water Act (CWA) and Los Angeles Regional Water Quality Control Board (RWQCB) pursuant to the Porter-Cologne Water Quality Control Act. The Regional Water Quality Control Board establishes standards for water quality and publishes monitoring results for water quality in receiving water bodies within the State. The responsibility for enforcing requirements of the clean water standards established by the CWA and Porter-Cologne Water Quality Control Act has been delegated to local agencies by the RWQCB. The City has the responsibility for enforcing water quality standards within City Limits and enforces Chapter 13. 16 of the Municipal Code, Stormwater Management and Chapter 13.20, Discharge Control, and the Stormwater and Urban Runoff Pollution Control, through the standard application of the City plan check and inspection processes for permits allowing ground disturbance. This includes identification and implementation of "good housekeeping" Best Management Practices (BMPs) for pollutant source control. The City is also required to comply with the General Construction Storm Water Permit for the Project (Water Quality Order 99-08-DWQ) issued by the State

Water Board by implementing water quality Best Management Practices (BMPs) as part of the approved Storm Water Pollution Prevention Plan (SWPPP) for the Project.

The Project is anticipated to involve a total of approximately 1.2 acres of ground disturbance; however, construction will be phased and will involve approximately 100 to 500 linear feet daily resulting in not more than approximately 0.14 acres of ground disturbance during each workday. Because the Project has potential to degrade surface water quality through accelerated erosion and transport of sediment associated with earthwork and pollution from disturbed soils, a SWPPP will be prepared by the contractor and enforced by the City through the standard application of the City plan check and inspection processes. The SWPPP will be implemented in addition to the Dust Control Plan by the contractor to control generation and transport of dust from active construction. The SWPPP will include BMPs aimed at reducing the types and quantities of pollutants that could be generated by the Project during construction and deposited on impervious surfaces. These include dust, waste, fuels, lubricants, solvents, debris, paving and striping media, and soils containing Lead, which could be deposited onto impervious surfaces during construction; transported via haul loads or equipment; and transported into storm drains and receiving waters with runoff.

Good housekeeping BMPs will reduce pollutant loads in surface waters by reducing dust, debris, soil, Lead, and other pollutant deposits on impervious surfaces during Project construction through both dust suppression/soil stabilization and through cleaning surfaces and filtering of surface flows prior to discharge into storm drains. Good housekeeping practices may include watering during soil disturbance activities to suppress dust from disturbed surfaces during earthwork; maintaining impervious surfaces clean and free of dust during construction; stabilizing and covering haul loads; and cleaning equipment and vehicles prior to leaving areas of active construction. These types of BMPs will be included in the approved SWPPP for the Project and will be implemented during construction by the contractor pursuant to specifications for the Project to protect surface water quality in the City of El Monte and tributary areas.

The approved SWPPP will be kept on site for reference and record keeping during construction. Record keeping regarding the contractor's implementation of BMPs from the SWPPP during construction will be monitored by City Inspectors. Compliance monitoring and reporting of construction water quality practices will be conducted by the contractor and will be inspected by the City Inspector as part of the standard application of City Codes and Ordinances. Compliance with these construction control measures, will result in no violation of water quality standards and the Project would be in compliance with waste discharge standards established for General Construction Permits (by the State Water Quality Control Board (SWQCB) that are enforced by the City. Compliance with the terms of the General Construction Permit will be reviewed and approved by the Los Angeles RWQCB and the City of El Monte. With the implementation of Standard Conditions HYD-1 and HYD-2, Project impacts would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially withgroundwater recharge such that the project may impede sustainable groundwater management of thebasin?

No impact. Refer to Response 14.X a). There are no operating water wells within the Project Area and none evident on adjacent properties. The Project would no increase impervious surfaces or involve permanent increased water demand. The Project may temporarily increase use of water; however, there would be no direct withdrawal of groundwater to support the proposed Project's water needs. For the reasons stated above, no impacts are anticipated.

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 a substantial erosion or siltation on- or off-site;

No impact. Refer to Response 14.X a). The Project involves temporary ground disturbance in Project Area. There are no streams or rivers located within the Project Area. Dust, erosion and siltation in the Project Area will be controlled through contractor implementation of Mitigation Measures AQ-1 through AQ-3, SC HYD-1 and MM HAZ-1 through MM HAZ-7. The proposed Project does not include permanent alteration of topography or modify area of impervious surfaces that could substantially change runoff and drainage patterns in the Project Area and surrounding areas. The Project will not alter any streams or rivers in tributary areas. The Project may include minor corrections to surface contours in the existing streets within the Project Area to improve localized drainage for conveying peak storm water flows within the boundaries of the Project. Any localized modification of topography will be required to match existing grades in adjacent areas and will therefore not result in substantial changes to existing surface drainage patterns, velocities, volumes requiring new or altered storm drains within or tributary to the Project Area. The Project will not increase impervious surfaces or construct development and would not be a new permanent source of surface water requiring tributary drainage improvements. For the reasons stated above, the Project would not result in substantial changes to drainage or erosion or siltation on- or off-site and no impacts are anticipated.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

No impact. Refer to Response 14.X a) through c) i). The proposed Project will return finished street grades to closely match existing conditions and will not substantially alter existing drainage patterns of the Project Area permanently. Therefore, the Project will not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site and no impacts are anticipated.

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less Than Significant With Mitigation Incorporated. See Response 14.X a) through c) ii). Dust control during Project construction may involve watering surface soils for stabilization or the application of other chemical stabilizers subject to water quality standards which are enforced by the City through the SWPPP process. Therefore, construction in this regard will not create or contribute a volume or intensity of pollution in runoff water that will exceed water quality standards. Mitigation measures for the Project for dust control and water quality will be implemented pursuant to the MMRP; incorporated into specifications for the Project; and implemented through the City plan check and inspections to ensure that substantial additional sources of pollution do not enter the City storm drain system as a result of Project-related activities. The Project will adhere to the City Municipal Code Section 13.20.020 so that runoff is discharged into adequately sized storm drain facilities during construction. The Project would not increase impervious surfaces or be a permanent source of runoff that would contribute to polluted runoff water that could exceed the capacity of storm water drainage systems during long-term operation. The drainage patterns in the area will remain substantially the same during and after construction. For the reasons stated above, impacts from the Project are less than significant.

iv) impede or redirect flood flows?

No Impact. See Response 14.X a). The City of El Monte's General Plan EIR states the City is in a "No Special Flood Hazard Area". The Project Area in not in a 100-year flood hazard area. The Project may include minor corrections to surface contours in the existing streets within the Project Area to improve localized drainage for conveying peak storm water flows within the boundaries of the Project. Therefore, there is no impact.

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

No Impact. The City of El Monte's General Plan EIR states the City is in a "No Special Flood Hazard Area". The Project Area in not in a 100-year flood hazard area. As stated in the General Plan EIR, there are no bodies of water within the City that would pose a threat of substantial inundation due to a seiche. The Project is approximately 30 miles inland from the Pacific Ocean and therefore there is not a possibility of an impact from tsunamis. No impacts are anticipated.

e) Conflict with or obstruct implementation of a water quality control plan orsustainable groundwater management plan?

Less Than Significant Impact. Refer to responses 14.X a) through c). The State Water Resources Control Board (SWRCB), along with the Los Angeles Regional Water Quality Control Board (RWQCB) have jurisdiction within the City of El Monte and Project Vicinity and are responsible for the protection and enhancement of California's waters with the water quality control plan. The contractor and City will adhere to State and local plans with implementation of procedures. The Project Area is located above the

San Gabriel Valley Groundwater Basin (Basin 4-013) in Los Angeles County, and is managed by Main San Gabriel Basin Watermaster. The Project will construct replacement gravity sewer mains in public streets and will relocate portions of the City sewer system to improve access for City maintenance and sewer system reliability and function. As such, the Project will not result in changes in demand for water or infiltration to area aquifers due to implementation of Standard Condition Plans, Programs, and Policies. For these reasons, the Project would have a less than significant impact.

Mitigation Measures

None

Standard Condition Plans, Programs, and Policies

SC HYD-1: Prior to construction, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared and implemented in conformance with State and Regional Water Quality Control Board standards. The SWPPP shall include best management practices to reduce project contribution to pollutant loads in surface waters during construction such as:

a. watering during soil disturbance activities to suppress dust from disturbed surfaces during earthwork;
b. maintaining impervious surfaces clean and free of dust during construction;
c. Use of covered trash receptacles and daily trash removal from the project area,
d. Placement of temporary containment and filtering devices,
e. Use of covered materials storage and stockpiles,
f. Stabilizing and covering truck loads prior to exiting and entering the construction zone,
g. cleaning equipment and vehicles prior to leaving areas of active construction.

SC HYD-2: Disposal of groundwater from trench dewatering should be performed in accordance with Water Quality Control Board guidelines to protect water quality in receiving waters pursuant to State and Regional Water Quality Control Board guidelines.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. 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?	☐	☒	☐	☐

a) Physically divide an established community?

Less Than Significant With Mitigation Incorporated. The Project will be replacing and relocating an existing gravity sewer main and service laterals and cleanouts to existing structures on developed residential parcels. The Project will include construction of some new manholes and rehabilitation of some existing manholes within the Project Area. The Project may involve some modification to existing ancillary structures on private parcels such as fences, walkways and driveways. It is the intent of the City to replace these features to pre-project conditions to the greatest extent feasible. The proposed sewer line and laterals will not be above ground and would not have potential to physically divide an established community permanently. Areas under active construction will involve temporary barriers to isolate active construction areas; however, an approved traffic control plan will be implemented as part Mitigation Measure TRAF-1 and an excavation and transportation plan will be implemented as part of Mitigation Measure HAZ-5. These mitigation measures will provide safe multi-model access throughout the Project Vicinity. Therefore, impacts will be mitigated to less than significance.

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?

Less Than Significant With Mitigation Incorporated. The Project involves subgrade improvements and will not require alteration of existing or allowed primary land use within the Project Area according to the General Plan and Development Code requirements. The Project is a planned and funded utility relocation within the public right-of-way. The Project will include installation of new service laterals on existing adjacent parcels with the permission of the landowners and may involve alteration of ancillary structures in this regard. It is the City's intent to return parcels to pre-construction conditions to the greatest extent feasible after Project improvements are complete. The Project will be implemented on parcels in compliance with the Community Design Guidelines referenced in Section 14.I of this document. Any modification to ancillary structures that are required with the construction of new sewer laterals on private property will be implemented in accordance with landowner approval and current development standards stipulated in City of El Monte Codes and Ordinances and mitigation measures for the Project LAND-1, requiring land owner and City Planning Director approval, and LAND-2 for minimizing nuisance from construction in residential areas.

City of El Monte has designated the parcels within the Project Area for low density residential (0.0-6.0 du/ac) land use under the General Plan and single-family residential development under the El Monte Zoning Code. The Project will not increase sewer capacity; therefore, the Project will not result in permanently modified land use or zoning. The Project will be implemented in accordance with the City Codes and Ordinances pertaining to the construction, long-term operation and maintenance of the sewer. Mitigation measures have been provided to enhance Project compliance with existing land use plans, policies and regulations. For the reasons stated above, the Project will not conflict with any land use plan, policy, or regulations and impacts are considered less than significant with mitigation.

Mitigation Measures

MM LAND-1: Any modifications on parcels that are required with the construction of the Project will be implemented in accordance with landowner approval and in compliance with City of El Monte Codes and Ordinances and the following Design Element objectives - CD 1.5 and 5.7 related to streetscapes, CD 5.1 related to district identity, and CD 5.4 related to entry statements at North Santa Anita Avenue and at Tyler Avenue - as verified by the City Planning Director.

MM LAND-2: The City Engineer shall verify that construction plans and specifications include a note stating that "Nighttime Construction is Prohibited" and requiring that the Contractor send a notice prior to the start of construction informing residents of the project and proposed phasing and timeframes. The notice will be sent by the contractor to all neighboring households, at least one week in advance of the commencement of nighttime construction. The notice shall include the following components:

a. A description of proposed work,
b. Hours of construction,
c. Applicable detours, and
d. A phone number or other contact information for 24-hour response from the contractor regarding complaints and neighborhood input.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a 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?	☐	☐	☐	☒

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No impact. The Project Area is an established developed residential area and there are no mineral resources known to occur within the Project Area. Mining of mineral resources would not be consistent with the General Plan for the Project Area. Additionally, the Project will relocate and replace an existing sewer main and service laterals and would not increase service capacity. The Project would not involve permanently increased consumption of mineral resources or impacts in undeveloped areas. Therefore, it is not anticipated that the Project will result in the loss availability of mineral resources within the region or 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?

No impact. See Answer 14.XII a). The Project will not result in loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. There are no such designated sites located within the Project Area according to the General Plan and Zoning Code. There would not be any impacts anticipated in this regard.

Mitigation Measures

None

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. 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?	☐	☐	☐	☒

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?

Less Than Significant With Mitigation Incorporated. The Project will not generate a permanent increase in ambient noise levels. Project construction will generate temporary and intermittent noise from equipment operation and trucks that will be noticeable. Table PHS-2, Guidelines for Exterior Noise in the Public Health and Safety Element from the General Plan, shows acceptable exterior noise standards for various land uses. Table XIII-1 below shows the Project-related land use and its corresponding acceptable exterior noise level.

Table XIII-1: General Plan Noise Guidelines

Parcel Details	Hours of Day	
	7:00AM to 10:00PM	10:00PM to 7:00AM
Single family Residential	50 dBA	45 dBA
Multiple-family Residential	55 dBA	50 dBA
Residential 150 ft From Freeway	62 dBA	58 dBA
Commercial	65 dBA	60 dBA
Industrial	70 dBA	70 dBA

Table PHS-2 El Monte Land Use Guidelines for Exterior Noise from the El Monte General Plan Source: El Monte Municipal Code, Title 8, Chapter 8.36, Noise Control.

Exterior noise levels during construction would be temporary and short-term and would vary daily at receptor locations and throughout each day, depending on the equipment, type of operations and location of Project construction. Noise generation can vary by equipment make and model and based on the construction phase. For instance, saw cutting and can generate more noise than paving. Noise reduction occurs with distance and barriers such as walls and structures between the source and receptor.

City Ordinance Code 8.36.050 C. states that construction must be during 6AM-7PM Monday through Friday or 8AM-7PM on Saturday and Sunday. With the implementation of Standard Condition NOI-4, the Project hours will be further limited to the following times:

5. On Tyler Avenue, Santa Anita Avenue, Garvey Avenue, Bodger Street, Mildred Street, and within 100 feet of intersections with those streets, work shall be performed between the hours of 9 A.M. to 3 P.M., Monday through Friday.
6. On all other streets within the project area, work shall be performed between the hours of 8 A.M. to 5 P.M., Monday through Friday.

Compliance with the Noise Ordinance construction hours is an acceptable measure to reduce Project impacts to levels that are considered less than significant.

The equipment list and the corresponding noise levels for the Project are listed in Table XIII-2 and show that Project construction could result in exterior noise levels which exceed noise/land use compatibility standards. On this basis, the Project is anticipated to create short-term exterior and interior noise levels within the Project Area that are considered as potentially significant impacts in terms of elevated noise beyond acceptable levels without mitigation. Since noise is attenuated with distance and barriers between the source and receptors, mitigation measures can be implemented to reduced Project-related noise impacts. Some of the construction work will be implemented within 50 feet of existing structures and mitigation measures can be implemented to reduce noise levels experienced within 50 feet of equipment. Examples of noise reduction measures include temporary barriers positioned between the source and the receptor, between areas of active construction and residences. In addition, mobile equipment can be fitted with shields to reduce noise levels from construction equipment. Table XIII-2 shows that certain types of equipment are more likely to exceed the acceptable range and mitigation could be implemented to reduce these short-term temporary impacts in this regard; therefore, Mitigation Measures NOI-1, NOI-2, NOI-3, and SC NOI-4 are recommended for implementation with the Project to reduce Project-related noise to acceptable levels. Mitigation Measures for the Project will require measuring noise levels and field-testing the effectiveness of noise reduction measures, such as utilizing equipment models which generate lower noise levels, operating construction equipment with the manufacturer's standard noise control equipment and muffler systems to reduce the noise from internal combustion engines; and, physically attaching shields to reduce noise from stationary equipment to acceptable levels. Temporary noise barriers can also be installed between the noise source and sensitive receptors to reduce noise levels at nearby homes. With the implementation of the time restrictions from the Noise Ordinance and attenuation measures pursuant to Mitigation Measure NOI-1 impacts are considered less than significant with mitigation.

Table XIII-2: Construction Equipment Noise Level	
Equipment	**Typical Noise Level (dBA) 50ft from Source**
Pavement Saw Cutter	85
Excavator	85
Backhoe	80
Loader	85
Skidsteer	75
Water Truck	20
Dump Truck (10-Wheel Dump Truck)	84
Smooth Drum Roller	74
Ditch Witch Trencher	103
Source: https://www.ditchwitch.com/mini-skid-steer/mini-skid-steer/st37x-stand-on-trencher	
https://www.fhwa.dot.gov/ENVIRonment/noise/construction_noise/handbook/handbook09.cfm	

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant With Mitigation Incorporated. See 14.XIII a). There will be short term temporary groundborne vibration and groundborne noise during some phases of construction. Examples of construction phases which may result in groundborne noise and vibration include but are not limited to operation of saw cutters and excavators for pavement demolition and trenching; the installation of shoring for trench stabilization; and the use of backhoes, rollers and haul trucks during construction. These may result in perceptible vibration and groundborne noise which may be noticeable; however, based on the existing subsurface conditions consisting mainly of alluvium, this is not expected to be excessive and will not be significant enough to result in cosmetic damage to nearby structures (Ninyo & Moore 2019).

The geotechnical report for the Project prepared by Ninyo & Moore, 2019 (Appendix D) indicates that, the Project Area is underlain with alluvium and deeper trenches for the Project would possibly require stabilization measures, requiring placement of shoring in some trenches for trench stability and to protect adjacent structures in place. The need for shoring could result in potentially significant impacts, although vibration monitoring is required for driven shoring systems and are not anticipated for the Project. Recommendations of the geotechnical engineer identified in Appendix D require vibration monitoring if sheet metal shoring is used for trench stabilization pursuant to Mitigation Measures GEO-1, GEO-2 and GEO-3 which will reduce impacts to less than significance. Therefore, impacts related to excessive groundborne and noise are less than significant with mitigation.

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 Project is within 1.6 miles south of the San Gabriel Airport. The Project is outside of the airport's noise contour. There are no private airstrips within two miles of the Project. The Project Area would not be impacted by significant air traffic noise and no impacts from airport-related noise exposure are anticipated.

Mitigation Measures

MM NOI-1: Construction staff will measure noise levels and field-test the effectiveness of noise reduction measures for compliance with Chapter 8.36 of the El Monte Municipal Code such as:

a. Using equipment models which generate lower noise levels;
b. using construction equipment with the manufacturer's standard noise control equipment;
c. utilizing muffler systems to reduce the noise from internal combustion engines; and,
d. physically attaching shields to reduce noise from stationary equipment to acceptable levels as identified in Chapter 8.36 of the El Monte Municipal Code.

MM NOI-2: Mobile equipment shall be fitted with shields to reduce noise levels from construction equipment operating within close proximity to residences, schools and nursing homes for compliance with Chapter 8.36 of the El Monte Municipal Code, the City's Noise Control Ordinance.

MM NOI-3: Temporary noise barriers shall be installed between the noise source and sensitive receptors to reduce noise levels at nearby sensitive areas if needed to comply with the City's Noise Ordinance.

Standard Conditions Plans, Programs and Policies

SC NOI-4: The Contractor shall ensure that Construction would be limited to the following times:

1. On Tyler Avenue, Santa Anita Avenue, Garvey Avenue, and within 100 feet of intersections with those streets, work shall be performed between the hours of 8 A.M. to 4 P.M., Monday through Friday.
2. On all other streets within the project area, work shall be performed between the hours of 7 A.M. to 5 P.M., Monday through Friday.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. 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?	☐	☐	☐	☒

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)?

No impact. The Project is a small gravity sewer relocation and replacement and would not increase the capacity of the sewer system. Therefore, the Project will not facilitate substantial population growth, of a temporary or permanent nature, or result in development of any new housing or other development that could attract people or induce population growth beyond approved planned growth that is already accounted for in the General Plan. Therefore, no impacts from the Project are anticipated.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No impact. The Proposed Project does not include land use development or construction that would displace housing or people within or adjacent to the Project Area. The Project will enhance the efficiency of existing sewer system operations by relocating the existing sewer line into nearby existing street right-of-way. It is not anticipated that the Project will involve sewer service interruption and substantial modification of existing residential parcels in the Project Area is not proposed. The Project will abandon in place the sewer main currently located in the backyards of private property and in alleys in accordance with the City of El Monte's Codes and Ordinances. Construction will occur within existing street right-of-way for sewer mains and in some building setbacks on private property for lateral sewer connections to existing structures. The Project not anticipated to displace housing or people within the Project Area either temporarily or permanently. A traffic control plan is proposed for implementation with the Project to ensure that continuous access is maintained to each property and that the proposed construction will not block access for substantial numbers of people living, working and attending school or community events in the Project Vicinity. Therefore, there would not be an impact and the Project would not displace people or require replacement housing.

Mitigation Measures

None

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the project:				
a) 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:	☐	☒	☐	☐
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☒	☐	☐
Parks?	☐	☒	☐	☐
Other public facilities?	☐	☐	☒	☐

a) 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:

Fire protection?

Less Than Significant Impact. The proposed Project is within a completely developed area and is served by three existing fire stations within El Monte City Limits that are operated by the Los Angeles County Fire Department. Fire Station 166 at 3515 Santa Anita Avenue is the closest to the Project and is 1.0 mile from the Project. This station has 1 combination fire/ladder truck, 1 paramedic squad, 1 battalion, and 1 utility truck, as well as 6 firefighters per shift. Fire Station 168 is 1.4 miles east of the Project and has 3 firefighters staffed per shift. Station 169 is approximately 3 miles northeast of the Project and is at 5112 N. Peck Road and is staffed with 3 firefighters per shift. Response times are adequate to serve the Project Vicinity. The Project will not create a need for development or addition of new fire station facilities because it is an approved and funded Capital Improvement Project that will not increase the capacity of the City sewer system or result in new development. The Project will temporarily slow through traffic within the Project Area, and construction will be coordinated with the Fire Department on phasing and temporary lane closures to ensure adequate emergency access for fire protection. The Project will not block traffic or permanently change traffic volume or circulation resulting in unacceptable response times or service coverage. For the reasons stated above, there would be less than significant impacts on fire protection.

Police protection?

Less Than Significant Impact. The El Monte Police Station at 11333 Valley Boulevard is approximately one mile northeast of the Project. There are two community relations offices, at 10503 Valley Boulevard and at 11204 Asher Street, and an air-support unit office at the San Gabriel Airport. The Police Department employs 127 police officers, 46 civilian staff, and 4 K-9 units, averaging 1.1 officers per 1,000 civilians. The Project will not significantly increase the population on a temporary or permanent basis and therefore there will not be increased demand for police protection associated with the implementation of the Project. The Project will temporarily slow through traffic within the Project Area and potentially within the Project Vicinity. Construction will be coordinated with the Police Department in regard to phasing and temporary lane closures but will not block traffic or permanently change traffic volume or circulation resulting in unacceptable response times or service coverage. The Project will involve temporary outdoor stockpiling of equipment and materials. Security lighting will be installed in staging areas pursuant to City Codes and Ordinances. For the reasons stated above, there would be less than significant impacts on police protection.

Schools?

Less Than Significant With Mitigation Incorporated. Public education services in El Monte are provided by the El Monte City School District, the Mountain View School District, and the El Monte Union High School District. The Project is within the attendance boundaries of all three of the school districts. The Project would not directly or indirectly result in permanent population growth creating a need for additional school facilities. Therefore, there would be no permanent impacts to schools. The Project will temporarily modify pedestrian, bike, transit, and automobile routes to nearby schools located within the Project Area and Project Vicinity including:

East Across Tyler

- El Monte High School is located approximately 400 feet east at 3048 Tyler Avenue.
- Rio Hondo College Educational Center is located approximately 400 feet east at 3017 Tyler Avenue.

West Across North Santa Anita Avenue

- Wilkerson Elementary School is located approximately 500 feet southwest of the Project at 2700 Doreen Avenue.
- New Lexington Elementary School is located approximately 500 feet west of the Project at 10410 East Bodger Street.

The Project will temporarily slow and alter circulation patterns of through traffic within the Project Area as described in Section 14.XVII, and construction will be coordinated with the schools nearest the Project and school districts with regard to phasing and temporary lane closures pursuant to Mitigation Measure TRAF-1. This will involve directing traffic around areas of active construction. The Project will not permanently block traffic or permanently change traffic volume or circulation. Implementation of Mitigation Measure TRAF-1 will require that the Contractor notify the schools and the school district of construction phasing and detour routes as well as implement the approved traffic control plan including

with traffic control and signage to ensure continuous and safe access to nearby schools for pedestrians, cyclists and motorists. For the reasons stated above, impacts are considered less than significant with mitigation.

Parks?

Less Than Significant With Mitigation Incorporated. The Project is adjacent to Tony Arceo Memorial Park which is located at 3125 North Tyler Avenue. The Project is likely to increase the daytime population in the Project Area and Project Vicinity due to construction staff and other Project-related trips to this location; however, due to the small scale and phasing of the Project, this increased level of use is considered less than significant. The Project would not permanently increase population or demand for additional or expanded park facilities. Project construction will result in temporary, short-term impacts associated with elevated noise, air emissions, and traffic delays near the park. Implementation of mitigation measures AQ-1 through AQ-3, HAZ-1 through HAZ-7, NOI-1 through SC NOI-4, and TRAF-1 will reduce impacts to less than significance.

Other public facilities?

No impact. The Project will not alter the existing capacity of the sewer system and would not directly or indirectly change demand for public facilities or induce significant population growth on a temporary or permanent basis resulting in impacts on other public facilities. During construction, the Project will include temporary bypass for continued sewer service within the Project Area and no sewer service interruption will occur. Project design plans will be reviewed and approved for compliance with the Sanitation Districts of Los Angeles County sewer facilities plan. Coordination with other utility purveyors including AT&T, Level B Communications, Crown Castle Fiber, Southern California Gas, Southern California Edison, Charter Spectrum Cable, and Frontier Communications will occur with the Project. Pre-construction utility coordination for gas, electricity, and communications services has been coordinated during plan design for the Project. For these reasons, there would not be a need for additional public facilities and there would be no impact on existing services and other service facilities.

Mitigation Measures

See MM AQ-1 through MM AQ-3, MM HAZ-1 through MM HAZ-8, MM NOI-1 through MM NOI-3, SC NOI-4, and MM TRAF-1

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION.				
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?	☐	☐	☐	☒

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?

Less than significant impact. There could be a temporary slight increase of use of nearby parks during the construction of the Project by the increased daytime population from the construction crew. However, due to the scope of the Project and the anticipated size of the construction crew, substantial physical deterioration of parks is not anticipated. When construction is completed, there is not expected to be a permanent increase in the use of the existing neighborhood and regional parks or any other recreational facilities because the Project will not induce result in population growth beyond what is anticipated under the approved General Plan. For these reasons, the impacts would be less than significant.

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?

No impact. The Project would not include development that requires construction or expansion of any recreational facility which may have an adverse effect on the environment. The Project will replace an existing gravity sewer main and provide new lateral connections to existing residences and will involve rehabilitation of existing manholes and construction of some new manholes. The Project would not increase sewer system capacity significantly beyond what has already been accounted for in the approved General Plan and therefore, there would be no impact.

Mitigation Measures

None

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. 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) Conflict or be inconsistent with CEQA Guidelines § 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?	☐	☒	☐	☐

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant With Mitigation Incorporated. The circulation system within the Project Area and Project Vicinity is depicted in Figure 10 and includes arterial and local streets, vehicular access to the I-10 Freeway, sidewalks along both sides of all streets, public trolley/transit routes and stops and Class II Bike Lanes and Bike Routes. The Project will contribute temporary construction traffic to the streets in circulation system within the Project Area and Project Vicinity and will involve temporary street closures during construction (both partial closures and some full street closures) within areas of phased active construction during a 10-month construction period. Partial closures and temporary full closures would involve displacement of some automobile, bicycle, pedestrian and transit traffic from portions of the Project Area to nearby streets in the Project Vicinity to avoid active construction. Rerouted traffic will go to adjacent areas that are operating acceptably pursuant to the traffic standards established by the General Plan. During construction, traffic within areas of active construction may be limited temporarily to essential trips for residents, services and businesses. Through traffic will be directed toward detour routes and this could temporarily delay traffic flow within portions of the Project Area and Project Vicinity by displacing some trips onto adjacent segments of the circulation system. The Project will be implemented with Mitigation Measures TRAF-1 through TRAF-4; and, planned traffic detours will be subject to review and approval by the City for compliance with the Los Angeles County Congestion Management Plan and City Codes and Ordinances. Furthermore, Project implementation will be coordinated with schools, businesses and residents in the Project Vicinity pursuant to Mitigation Measure TRAF-4. The standard application of the City plan check and inspection processes will ensure that detours around areas of active construction will be in compliance with mitigation measures for the Project and existing city and regional plans for effective performance of the circulation system.

The Project is anticipated to generate not more than 12 truck trips daily for materials delivery and export. Other anticipated daily traffic includes up to a total of 5 additional vehicle trips for construction crew and

for inspection at the Project each day during the 10-month phased construction. Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, a 2.5 passenger car equivalency (PCE) is used to adjust for trucks slower travel rates and increased axel length. Therefore, the Project is expected to generate not more than 35 PCE trips each day dispersed throughout the 8-hour workday. It is assumed that 50 percent of the Project-related trips will occur during the middle of the day, during non-peak hours (after 9AM and before 4PM) and 25 percent of the daily Project-generated traffic will occur each day during Peak Hours. AM Peak Hours are between 7AM and 9AM and PM Peak Hours are between 4PM and 6PM. Therefore, it is anticipated that 8 trips will be generated by the Project during the AM Peak Hour and 8 trips would be generated in the PM Peak Hour by the Project. This is considered as a less than significant impact as further described below.

The City of El Monte's General Plan Mobility Element indicates that LOS D is the minimum acceptable level of service at key intersections. LOS E is permitted where intersections are adjacent to freeway ramps, intersections/roadways on major corridors and transit routes, intersections/roadways on truck routes, or intersections/roadways in or adjacent to commercials districts. The Mobility Element indicates that Project contribution to cumulative traffic conditions at freeway on- and off-ramps is less than significant if the Project contributes less than 10 trips during Peak Hour conditions to an acceptably operating off-ramp. The General Plan EIR also indicates that the City of El Monte has established the significance threshold consistent with the County's Congestion Management Plan (CMP) that states a significant impact occurs when a proposed project increases traffic demand at a signalized study intersection by 2 percent or more capacity (Volume/Capacity ≥ 0.02) and causes or results in worsening of intersection operations at LOS F (Volume/Capacity >1.00).

North Santa Anita Avenue borders the Project along the westerly edge, as a north/south arterial, and is listed as an Arterial and Truck Route in the General Plan EIR. North Santa Anita Avenue is also a Class II Bike Route and a designated Rapid Bus Line according to the 2011 San Gabriel Valley Regional Bicycle Master Plan. This arterial carries a minimum of 30,000 to trips daily. Temporary traffic increase from the Project along North Santa Anita Avenue represents less than .001 (1/100th) increase in traffic in a single day and is less than significant; it is anticipated that this arterial will serve as the primary route for construction traffic, along with East Garvey Avenue, because it provides the most direct freeway access to Interstate 10, which is the closest freeway and is approximately 1 mile (5,280 feet) north of the Project. East Garvey Avenue borders the Project along the south, as an east/west arterial, and is listed as an Arterial and Truck Route in the General Plan EIR. East Garvey Avenue is designated for Class II Bike Lanes and as a Metro Local Bus Route (SGV Bicycle Master Plan, 2011). This arterial carries a minimum of approximately 30,000 trips daily and will be part of the haul route for the Project.

Mildred Street borders the Project on the north and is categorized in the General Plan EIR as a Class III Bike Boulevard and a Collector Street. It is designated as a Class II Bike Route on the SGV Bicycle Master Plan. Tyler Avenue is classified as a Class II Bike Lane and a Secondary Arterial Road and borders the Project on the east. Tyler Avenue is a particularly important bike route within the City because it connects a number of parks and schools with the El Monte Library and Cultural Center and the Metro Link Station. Therefore, project-related traffic should avoid Mildred Street and Tyler Avenue. With the exception of one connection, within the intersection of Mildred Street and Tyler Avenue, active areas of construction will be south and west of the bike paths on Mildred Street and Tyler Avenue and sidewalks, and within

local residential streets, and would only directly impact the circulation system at the intersection of Mildred Street and Tyler for less than a week; construction would be scheduled so that it does not interfere with the schedules for nearby schools and events at the Cultural Center and park. During construction at Mildred Street and Tyler Avenue, the access to bike paths and sidewalks will be closed, with the temporary closure of the intersection, for approximately a week and traffic will be rerouted according to a City-approved traffic control plan. The new sewer line will be constructed within the intersection, and upon completion of construction, bicycle paths and sidewalks will be reopened and will not be permanently impacted.

The General Plan EIR indicates during PM Peak Hours, West Bound Santa Anita off-ramps for I-10 operate at LOS F. During AM Peak hours (7AM to 9AM) during weekdays, Eastbound off-ramps at Santa Anita operate at E for I-10 during this timeframe. In addition, Santa Anita at Mildred Street (Intesection 22 of the General Plan Circulation Element) is expected to operate at LOS E in future conditions during PM Peak Hours (4PM to 6M) during week nights. Santa Anita at Garvey (Intersection 23) operates at LOS E in AM (7AM to 9AM) and PM peak hours (4PM to 6PM) during the week.

Project-generated trips from trucks and the construction crew traveling to work is shown in Table XVII-1 and indicates minimal temporary increased traffic within the circulation system. Since the Project will generate not more than 8 trips during AM and PM Peak Hours (7AM to 9AM and 4PM to 6PM) during the week, when impacted intersections are operating at worst-case conditions (LOS E and F), Project impacts are considered less than significant. As shown in Table XVII-1, the Project would add less than 50 passenger car equivalent trips and would not have a significant impact. The Project will only create minor increases in temporary traffic. In addition, a traffic control plan will be approved by the City Engineer and implemented in accordance with Mitigation Measure TRAF-1 in order to further reduce impacts from Project-related traffic.

Furthermore, the Project will not exceed the threshold of significance established by the Office of Planning and Research guidance on analyzing CEQA impacts using Vehicle Miles Traveled (VMT). Screening for significant impacts related to VMT for small projects is based on estimated trips. Projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact in terms of VMT (OPR 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA). Since the Project is anticipated to generate not more than 35 PCE, Project related VMT impacts are less than significant.

Table XVII-1: Project Traffic Generation

# of Truck Trips per Day	Daily Passenger Vehicle Equivalent Trips (2.5 car/truck)	Construction Crew Trips	Inspector Trips	Total Daily Passenger Trips
12	30	4	1	35

Temporary, short-term lane closures are expected during construction of the gravity main in the street but will not conflict with City of El Monte policies, programs, plans and procedures for operation of the circulation system. Temporary lane closures will include flaggers and appropriate traffic control measures

per the California Manual on Uniform Traffic Control Devices (CA-MUTCD) standards to allow one lane to remain in service during construction and to keep one lane open for safe passage of all vehicles around the construction zone. It is expected that temporary lane closures would not extend beyond 1 residential block at a time unless required and approved in advance by the City. If multiple construction zones are required, the contractor shall not be allowed to close streets/lanes on 2 adjacent blocks and shall maintain 1 block fully open in between multiple construction zones, unless written approval is obtained by the City in advance. This is to minimize impacts to the neighborhood and to allow ample detours.

Temporary lane closure would extend within the area of active construction while that section of sewer is being constructed. Once that segment is constructed, all closed lanes of the street would be re-opened prior to closing a lane and constructing the next segment. At the end of each working day, the contractor will be required to re-open all lanes of traffic by either installing temporary steel trench plating to cover all trenches or backfilling all trenches. Temporary short-term lane closures will be required on the following streets. This is discussed in more detail in Section XVII c):

- Tyler Avenue
- Mildred Street
- Nevada Avenue
- Bodger Street
- Washington Avenue
- Lexington Avenue
- Gage Avenue
- Granada Avenue
- Laurelhurst Drive
- Santa Anita Avenue

It is expected that temporary, short-term, full road closures may be needed for the construction of certain segments of the sewer main where existing street widths are 30-feet wide or less. Full road closures may also be necessary for the construction of sewer laterals that cross the street from the gravity main to the property line. All traveled lanes are expected to be opened to traffic at the end of each working day. Temporary short-term road closures will only be in areas where detours can be reasonably set up and shall follow the City of El Monte and current California Manual on Uniform Traffic Control Devices (CA-MUTCD) standards. Other requirements for temporary road closures include:

- Full road closures are only expected on residential streets and will not be required along arterial streets with higher traffic volumes such as Tyler Avenue, Santa Anita Avenue, and Garvey Avenue.
- Full road closures will be short term and limited in length, less than or equal to one residential block at a time unless multiple construction zones are required and approved in writing by the City in advance. If multiple construction zones are required, the contractor shall not be allowed

to close streets/lanes on 2 adjacent blocks and shall maintain 1 block fully open in between multiple construction zones, unless written approval is obtained by the City in advance. This is to minimize impacts to the neighborhood and to allow ample detours.

- When road closures are necessary, residents will be notified ahead of time as to the schedule and duration of the road closure. These notifications will be via door hangers or mailers sent several days prior to closure.

- Access to driveways and street parking during the road closure may be temporarily prohibited during working hours, but this access will be re-established at the end of each working day.

- During road closures, sidewalks may need to be temporarily closed to pedestrian traffic. Since this neighborhood has streets in a grid pattern, pedestrian traffic can be detoured to the adjacent street during the working day and reestablished at the end of each working day.

In addition to the sidewalk and pedestrian traffic impacts discussed for the temporary road closures, it is expected that sidewalk and pedestrian traffic will be impacted when construction of the sewer main is occurring near an intersection. Sidewalk and pedestrian traffic are expected to be detoured to the other side of the street, opposite of the construction working zone. For the reasons stated above, Project-related traffic impacts would be less than significant with mitigation.

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

Less Than Significant With Mitigation Incorporated. Refer to Response XVII a). State CEQA Guidelines Section 15064.3 describes specific considerations for evaluating a project's transportation impacts. Vehicle miles traveled (VMT) is considered the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. Other considerations may include project effects on transit and non-motorized travel. For many projects, a qualitative analysis of construction traffic may be appropriate. Estimated temporary traffic trips from the Project will not exceed screening levels for VMT, as discussed in XVII a), and VMT analysis is not needed for CEQA compliance. Additionally, CEQA criteria for analyzing transportation impacts of land use projects, states that if a project site is within ½ mile of an existing major transit stop or a stop along an existing high-quality transit corridor, the Project should be presumed to have a less than significant transportation impact. The City of El Monte Transit system has multiple fixed bus service routes that connect with El Monte Metro Station and border the Project Site; the Green Route has a stop at Lexington Avenue & Garvey Avenue, and the Orange Route has a stop at East Garvey Avenue & Tyler Avenue.

The Los Angeles County Congestion Management Program has been incorporated into the City of El Monte General Plan Circulation Element and addresses operations of the freeways, highways, and arterial routes within City Limits. The CMP includes Interstate 10, and Interstate 605. The Project would not change or effect the performance of these freeways. The City has adopted level of service standards for roadway operations as discussed in the General Plan EIR that are coordinated with regional transportation operations plans under jurisdiction of the LA County CMP. As shown in Tables XVII-2 and XVII-3, there are areas within the Project Vicinity that exceed the threshold of significance during Peak Hours without the

Project. The criteria for LOS are shown in Table XVII-4. With the implementation of the Project, there will be no significant changes to the LOS because the Project contribution would be 8 passenger car equivalents during Peak Hours. Detours for the Project will be routed to avoid adding trips to intersections and roadway segments that currently operate unacceptably according to City standards pursuant to Mitigation Measure TRAF-1. During stages of construction, there will be street closures expected that may affect the rate of traffic flow in the corresponding areas of the local street system within the Project Area and Project Vicinity. With the implementation of Mitigation Measure TRAF-1, the impacts would be less than significant.

Table XVII-2: Existing (2011) Roadway Segment Level of Service Summary

Roadway Segment Santa Anita	No. of Lanes	AM Peak Hour				PM Peak Hour			
		EB/NB V/C Ratio	LOS	WB/SB V/C Ratio	LOS	EB/NB V/C Ratio	LOS	WB/SB V/C Ratio	LOS
Tyler Ave I-10 Fwy- Garvey	2	0.593	A	0.636	B	0.807	D	0.771	C
Garvey Ave Tyler Ave - Peck Rd	4	0.469	A	0.806	D	0.828	D	0.569	A
Santa Anita Ave Ramona Blvd to I-10 Fwy	6	0.563	A	0.513	A	0.658	B	0.531	A
Mildred St- Garvey	4	0.516	A	0.703	C	0.831	D	0.553	A

Table XVII-3: Future (2035) Roadway Segment Level of Service Summary

Roadway Segment Santa Anita	No. of Lanes	AM Peak Hour				PM Peak Hour			
		EB/NB V/C Ratio	LOS	WB/SB V/C Ratio	LOS	EB/NB V/C Ratio	LOS	WB/SB V/C Ratio	LOS
Tyler Ave I-10 Fwy-Garvey	4	0.480	A	0.796	C	0.655	B	0.702	C
Garvey Ave Tyler Ave-Peck Rd	4	0.489	A	0.856	D	0.880	D	0.634	B
Santa Anita Ave Ramona Blvd to I-10 Fwy	6	0.882	D	0.663	B	0.928	E	0.932	E
Mildred St- Garvey	4	0.669	C	0.783	C	0.955	E	0.755	C

Source: City of El Monte General Plan EIR

Table XVII-4: Level of Service Criteria		
Level of Service (LOS)	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	< 10.0	< 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50
Source: El Monte General Plan EIR		

c) 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 With Mitigation Incorporated. Refer to Responses XVII a) and b). The Project includes below grade sewer improvements that would not involve any permanent change to the design of the existing roads resulting in increased hazards. During various phases of construction, the Project is expected to add slower moving trucks and equipment onto roadways and will require partial and temporary full roadway closures on local streets for portions of active construction phases. Temporary changes to the existing circulation are anticipated. Partial street closures are anticipated on local streets with a 40-foot width, as measured from curb to curb; this width allows a minimum 12-foot wide travel lane for construction traffic and would require flaggers pursuant to the California Manual on Uniform Traffic Control Devices (CA-MUTCD) standards. Partial street closures are anticipated on: Gage Avenue and Granada Avenue north of Bodger Street; Mildred Street from North Santa Anita Avenue to Granada Avenue; Nevada Avenue south of Bodger Street to Mildred Street, Washington Avenue south of Bodger Street to north of Bodger Street, and Lexington Avenue north of Bodger Street. Full temporary street closures are anticipated on streets with 30-foot width as measured from curb to curb and include the following streets which would accommodate less than 12-ft wide minimum travel lane width for construction required per CA MUTCD: Mildred Street from Nevada Street to Tyler Avenue; Lexington Avenue south of Bodger Street; Gage Avenue north of Bodger Street; Bodger Street from North Santa Anita to Granada; and, Laurelhurst Drive from North Santa Anita Avenue to Granada.

Mitigation Measures TRAF-1 through TRAF-4 will incorporate recommendations from the traffic engineer's traffic control plan for acceptable routing of both construction and non-construction traffic. Additionally, the implementation of Section 2.6 of El Monte's Municipal Code will require coordination with the City Traffic Engineer to determine proper timing and maintenance of any traffic control. The standard application of the City plan check and inspection process will ensure that the Project will not

substantially increase hazards during temporary construction. With the implementation of mitigation, impacts would be less than significant.

d) Result in inadequate emergency access?

Less Than Significant With Mitigation Incorporated. Refer to Responses XVII a), b) and c). The Project would not generate a significant number of traffic trips. The Project has the potential to create emergency access delays within the Project Area and Project Vicinity due to temporary full and partial street closures involving 100 to 500 linear feet of public right-of way each day.

Temporary local street closures would not result in inadequate emergency access with the implementation of Mitigation Measures TRAF-1 through TRAF-4. Street closures would involve portions of local streets where active construction is occurring. There are no hospitals or emergency care facilities with direct access from local streets within the Project boundaries. Slower truck traffic and lane closures associated with the Project during the construction have the potential to delay traffic within the Project Area and Project Vicinity. The traffic control plan will detour Project-related traffic from areas of active construction toward adjacent areas within the Project Vicinity to avoid significant impacts on emergency access. The traffic control plan will be incorporated into the Project plans and reviewed, approved, and implemented by the City as part of the standard application of the plan check and inspection process. For the reasons stated above, Project impacts on emergency access would be less than significant with mitigation.

Mitigation Measures

MM TRAF-1: Plans and Specifications for the project shall include a note as follows: Truck trips for deliveries and export shall not exceed 8 trips during AM Peak Hours (7AM to 9AM) Monday through Friday and shall not exceed 8 trips during PM Peak Hours (4PM to 6PM) Monday through Friday.

MM TRAF-2: Prior to approval of improvement plans, BMPs from the Traffic Control Plan, such as a detour plan for local vehicular, pedestrian and bike paths, including signage, will be incorporated into Project Plans and Specifications, verified by the City Engineer and Implemented by the contractor to provide adequate safe traffic flow during local street closures and active construction pursuant to the California Manual on Uniform Traffic Control Devices (CA-MUTCD) standards.

MM TRAF-3: The contractor shall coordinate project phasing, the location of staging and materials storage, and traffic control to reduce interference with activities planned by public agencies, City Parks and Recreation Department, the senior center and museum, and nearby schools.

MM TRAF-4: The Project schedule will be planned so that construction and staging areas closest to the easterly boundary of the Project within the intersection of Tyler Avenue and Mildred Street, closest to the school and the Cultural Center, will occur when events and school are not in session to reduce

impacts to bike routes on Tyler Avenue and Mildred Street, and will include advance coordination with the neighborhood. Project Planning shall include the following:

a) Full road closures will be on residential streets and will not be required along arterial streets with higher traffic volumes such as Tyler Avenue, Santa Anita Avenue, and Garvey Avenue.

b) Full road closures will be short term and limited in length, less than or equal to one residential block at a time unless multiple construction zones are required and approved in writing by the City in advance.

c) When road closures are necessary, residents will be notified ahead of time as to the schedule and duration of the road closure. These notifications will be via door hangers or mailers sent several days prior to closure.

d) Access to driveways and street parking during the road closure may be temporarily prohibited during working hours, but this access will be re-established at the end of each working day.

e) During road closures, sidewalks may need to be temporarily closed to pedestrian traffic. Since this neighborhood has streets in a grid pattern, pedestrian traffic can be detoured to the adjacent street during the working day and reestablished at the end of each working day.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES.				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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 thatis:

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

Less Than Significant With Mitigation Incorporated. The Cultural Resources Element of the General Plan states that the City of El Monte's prehistory includes occupation by the Gabrieleno/Tongva tribe from approximately 7000 BC until 1770. El Monte is at the confluence of the Rio Hondo and the San Gabriel Rivers where Native American villages would have located nearest large watercourses and abundant natural resources for food and medicine. These waterways are considered "cultural landscape" as stated in section 21074 (a) of the Public Resources Code and are protected under AB52 as a tribal cultural resource. Locations abundant in natural resources were able to support higher levels of activity within village boundaries as well as high levels interaction between villages in shared areas designated for trade depots, trade routes, and travel routes. Areas between villages were actively used by Native American tribes and supported movement throughout the traditional ancestral territory and are considered to have high potential for buried resources. Likewise, banks and shores of surface

waters have a higher potential for containing tribal cultural resources such as artifacts and human remains, which may be encountered during ground disturbing activities. Accordingly, both the historical villages and areas between villages would have potential for buried tribal cultural resources in undisturbed soils. Input obtained by city staff during tribal consultation for the Project indicates that the Project Area would have high potential for buried tribal cultural resources within original soils. A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the Project and the results indicate that the Project Area is a significant resource. Correspondence from the Gabrieleno Band of Missions Indians – Kizh Nation indicates that proposed construction locations where original soils are still present within the footprint of the Project, require protective measures for tribal cultural resources. Tribal consultation between the City and Gabrieleno Band of Missions Indians – Kizh Nation has resulted in a list of mitigation measures TRI-1 through TRI-6 that will be implemented with the Project by the City and the Contractor to reduce impacts to less than significance.

The Project Vicinity is currently developed and is adjacent to the Cultural Complex and Tony Arceo Memorial Park, which are within the Cultural Subdistrict of the General Plan and are designated as locally significant historical resources by the City of El Monte. Los Angeles County Tax Assessor records document original development of the Project Area occurring between the late 1920's and early 1950's following extensive farming related to the Bodger Seed Company. Most of the Project Area was developed with single-family residences and occupied prior to institution of regular waste collection service which began around 1950 and may indicate potential for buried historical resources. There are some historic era (more than 50 years of age) sidewalk stamps remaining in the Project Area and most structures present within the Project Area have potential to be designated as historical based on the year of original construction. Most parcels in the Project Area have undergone redevelopment and extensive renovations involving significant increased building footprints, architectural modification, and ground disturbance in building setbacks since the original construction which have reduced potential for buried cultural resources and historical listing associated with the original era of construction.

Based on the information above, the Project will require earthwork in some areas that could still contain historical resources as defined in Public Resources Code Section 21074 as significant and as eligible for listing in Public Resources Code Section 5020.1(k). Therefore, Project-related earthwork may result in significant direct and indirect impacts associated with trenching and temporary trench support. The Project will require monitoring for vibration, settlement and adjacent structure support during earthwork pursuant to Mitigation Measures GEO-1 through GEO-3. Direct impacts on buried historical and tribal cultural resources that may be found during earthwork will be reduced to less than significant with the implementation of Standard Conditions CUL-1 through CUL-4 and Mitigation Measure TRI-1 through TRI-6 during construction. With the implementation of these measures, impacts would be less than significant.

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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource

Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant With Mitigation Incorporated. See 14.XVIII a). Pursuant to SB 18 and AB 52, correspondence was sent to Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongvo Nation, Gabrielino Tongva Indians of California Tribal Council, and the Gabrielino-Tongva Tribe. This correspondence and the record search of the NAHC Sacred Lands File (SLF) conducted for the Project, indicates that the Project Area is a significant resource with regard to archaeological and tribal cultural resources. The Project could have significant impacts pursuant to PRC Section 5024.1, Subdivision c. Implementation of Mitigation Measures GEO-1 through GEO-3, TRI-1 through TRI-6, and SC CUL-1 through SC CUL-4, will require monitoring during ground

disturbance for buried historical and tribal cultural resources to reduce Project impacts to less than significance. The City of El Monte has consulted with the Gabrielino Band of Mission Indians – Kizh Nation in response to the tribe's request for consultation under AB52. As stated in the Public Resource Code section 21080.3.1. (a) The Legislature finds and declares that California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources and the cultural value of an area. The Gabrielino Band of Mission Indians – Kizh Nation is the California Native American tribe with an ancestral connection (higher degree of connection than traditionally and culturally affiliated) to the Project Area and are lineal descendants to the village(s) within and around the Project Area. Consistent with Gov. Code Sections 6254, subdivision (r), and 6254.10. (Pub. Resources Code § 21082.3 (c)(1)) the tribe has provided information to city staff indicating a high level of tribal cultural significance of the Project Area. This information is provided as Confidential Appendix G.

Mitigation Measures

MM TRI-1. City and/or Contractor Shall Retain a Native American Monitor/Consultant and implement the following:

a) Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 - SB18 (the "Tribe" or the "Consulting Tribe").

b) A copy of the executed contract shall be submitted to the Lead Agency prior to the issuance of any permit necessary to commence a ground-disturbing activity.

c) The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area.

d) The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the

day's activities, including construction activities, locations, soil, and any cultural materials identified.

e) The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.

f) Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed.

g) All Tribal Cultural Resources unearthed by project activities shall be evaluated by the Tribal monitor approved by the Consulting Tribe and a qualified archaeologist if one is present.

h) If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes.

i) If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue in other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]).

j) Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.

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

MM TRI-2 City and/or Contractor Shall Implement the Following in the Event of Unanticipated Discovery of Human Remains and Associated Funerary Objects:

a) Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall

be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains.

b) If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed.

MM TRI-3 City/Contractor Shall Implement Resource Assessment & Continuation of Work Protocol:

a) Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 100 feet and place an exclusion zone around the discovery location.

b) The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner.

c) Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance.

d) If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

MM TRI-4 City/Contractor Shall Implement Kizh-Gabrieleno Procedures for Burials and Funerary remains:

a) If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

b) The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact.

c) Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

MM TR-5 City/Contractor shall Implement Treatment Measures for Tribal Cultural Resources:

a) Prior to the continuation of ground disturbing activities, 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.

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

c) If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully.

d) If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes.

e) Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material.

f) If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created.

g) Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC.

h) The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

i) Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags.

j) All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery.

k) The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity.

l) There shall be no publicity regarding any cultural materials recovered.

MM TRI-6 City/Contractor Responsibility for Professional Standards:

a) Native American and Archaeological monitoring during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of TCR's shall be taken.

b) The Native American monitor must be approved by the Gabrieleno Band of Mission Indians-Kizh Nation.

c) Principal personnel for Archaeology must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. 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?	☐	☒	☐	☐

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?

No impact. The Whittier Narrows Water Reclamation Plant, located 301 N. Rosemead Boulevard, serves the Project area and has a total treatment capacity of 15 million gallons per day (mgd). The Project is proposed for slight upsizing of sewer mains to meet current standards for the City of El Monte but is not intended to convey volumes of effluent beyond what are projected to occur with full buildout of the approved General Plan and would not result in substantive increased sewer capacity. The new sewer lines will be designed to be discharged into existing connections to LACSD wastewater treatment facilities and will not cause an excess flow into these facilities. The Project would not involve the construction of any land use that would increase the volume of wastewater or increase water consumption beyond what is planned and approved under the current General Plan. The Project would not create a need for new or expanded electric power, natural gas, or telecommunications facilities. Therefore, there would be no related impacts.

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

No impact. The Project will improve existing sewer lines and would not create new permanent demand for water supplies. During construction it is likely that the Project will require water for soils stabilization, trench preparation and backfill. Based on the scope of the Project, temporary increased water

consumption related to Project construction is not likely to exceed existing available water supplies. Therefore, there would be no impact.

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?

No Impact. The Project will relocate the sewer main and sewer laterals and would not increase flow volumes. No impact is anticipated.

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?

Less Than Significant. The Project's construction will result in approximately 3,300 cubic yards (approximately 4,950 tons) of export of excess soil and debris from demolition and construction. These materials will be transported to and disposed of at a landfill that is licensed to accept the types and quantities of materials generated by the Project. Upon completion of the Project, there will not be potential to create solid waste. The Project will comply with El Monte Municipal Code Section 8.20.261 which includes Construction and Diversion Requirements. Therefore, impacts would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant With Mitigation Incorporated. Waste from the Project will be minimized, handled and transported appropriately pursuant to Mitigation Measures HAZ-1 through HAZ-4 and will be taken to the appropriate facilities that have adequate landfill capacity for the types and quantities of waste generated during Project construction. Scholl Canyon Landfill is approximately 16 miles away from the Project and is permitted to receive 3,400 tons of waste per day. The Puente Hills Material Recycling Facility is approximately 7 miles away from the Project and can receive up to 4,400 tons per day (CalRecycle). Construction phases of the Project are expected to generate debris and waste that could be adequately handled by these facilities. Some of the soils excavated for the Project may be classified RCRA Hazardous Waste and will need to be handled, transported and disposed of according to Mitigation Measures HAZ-1 through HAZ-4. The contractor will submit a hauling and disposal plan for hazardous materials as part of the the project specifications. The closest landfill to the Project accepting these types of materials is the Puente Hills Landfill located at 13130 Crossroads Pkwy, City of Industry, CA 91746; Phone Number: (562) 908-4876; Email: info@lacsd.org. AB 939 and El Monte's Source Reduction and Recycling Element will be followed to ensure waste is minimized. The Project will comply with El Monte Municipal Code Section 8.20.261 – Construction and Diversion Requirements. After construction

is completed, there will not be additional generation of solid waste. Therefore, there would be less than significant impacts with mitigation.

Mitigation Measures

See MM HAZ-1 through MM HAZ-4

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. 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?	☐	☐	☐	☐

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project site is not located in an area or on land classified by CAL FIRE as a very high fire hazard severity zone. According to the CAL FIRE Los Angeles County Local Responsibility Areas Map, no section of the City of El Monte is this zone. The nearest very high fire hazard severity zone is Hacienda Hills approximately three miles to the southeast in Hacienda Heights. The area between the Project site and Hacienda Hills is fully developed and transected by two expressways, I-605 and SR 60, which act as a buffer from wildfire. In addition, the Project will not generate substantial traffic during construction and will not impede emergency response or emergency evacuation. Road closures required for construction of the sewer main and laterals will be implemented with a traffic control plan so that detours are provided which facilitate adequate access for emergency response and evacuation. Therefore, there would be no Project impacts on emergency response or evacuation plans.

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?

No Impact. The City of El Monte, including the Project Area, is not in an area with slopes or other features that would exacerbate wildfire risks. The Project Area is topographically flat, fully built out, and not classified as a very high fire hazard severity zone. According to CAL FIRE, the nearest areas classified as very high fire hazard severity zones are located more than three miles to the southeast and would not create fire risk within the Project Area. The Project Area is fully urbanized and not located on or near wildfire risks that could expose people to pollutant concentrations from wildfires. Adequate emergency

access will be maintained during Project construction to facilitate emergency response and evacuation within and around the Project Area. For these reasons, there would be no impact.

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?

No Impact. The Project is in an area that has been urbanized for decades. Existing infrastructure such as roads, emergency water sources, power and other utilities are readily available within the Project Area. There is not a need for fuel breaks due to the existing developed conditions in the Project Area and there is no risk of wildfire. The proposed Project is within a completely developed area and is served by three existing fire stations within El Monte City Limits that are operated by the Los Angeles County Fire Department. Fire Station 166 at 3515 Santa Anita Avenue is the closest to the Project and is 1.0 mile from the Project. This station has 1 combination fire/ladder truck, 1 paramedic squad, 1 battalion, and 1 utility truck, as well as 6 firefighters per shift. Fire Station 168 is 1.4 miles east of the Project and has 3 firefighters staffed per shift. Station 169 is approximately 3 miles northeast of the Project and is at 5112 N. Peck Road and is staffed with 3 firefighters per shift. Response times from these stations are adequate to serve the Project Area and Local Vicinity. The Project will not create a need for development or addition of new fire station facilities because it is an approved and funded Capital Improvement Project that will not permanently increase need for fire services or the capacity of the City sewer system, resulting in increased intensity and density of land use. The Project will temporarily slow through traffic within the Project Area and will temporarily add construction workers and management staff to the Project Area. Construction will be coordinated with the Fire Department on phasing and temporary lane closures through the standard application of the City's plan check and inspection process to ensure adequate emergency access for fire protection is continuously maintained. The Project will not create a permanent or temporary barrier to access that would exacerbate fire risk or result in ongoing environmental impacts. Likewise, changes to traffic volume or circulation, either temporarily or permanently, resulting in unacceptable response times or service coverage will not result from the project. For the reasons stated above, there would be no impact.

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?

No Impact. The City of El Monte, including the Project Area, is in an area that is topographically flat and is fully developed and not classified as a very high fire hazard severity zone. The Project will replace a gravity sewer line within a paved street in an area that has been developed for residential land uses, in its current condition, for decades. The Project is surrounded by urban development in all directions. The Project would not expose people or structures to significant post-wildfire risks such as downslope or downstream flooding, landslides, unstable slopes or drainages changes from runoff after fire. The Project Area is not within proximity of wildlands and would not change the level of exposure of people or structures to significant risk from wildland fires. The San Gabriel foothills are approximately 10 miles north of the Project and the area between the Project and the foothills are mostly built out and includes the I-

10 Freeway which is a significant physical barrier between the Project and the foothills. The closest open space area is separated by three miles of developed land, including expressways. The City Public Works Maintenance Staff is responsible for implementing an abatement program to reduce fuel for fires within City Limits. For the reasons stated above, no impacts are anticipated.

Mitigation Measures

None

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
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?	☐	☒	☐	☐
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?	☐	☒	☐	☐

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 With Mitigation Incorporated. As discussed in Section 14.IV of this checklist, the Project has very limited potential to result in significant impacts on special-status plant and wildlife species due to its design and Standard Condition Plans, Programs, and Policies. Impacts would be avoided and/or reduced to a less than significant level by implementation of the Standard Condition Plans, Programs, and Policies (SC), described in detail in Section 14.IV and 14.XX, Biology and Hydrology: SC BIO-1 through SC BIO-5, and SC HYD-1.

As discussed in Sections 14.I, 14.V, 14.VII, and 14.XVIII, the Project also has limited potential to result in significant impacts on cultural and historical resources with the implementation of Mitigation Measures (MM) and Standard Condition Plans, Programs, and Policies (SC). Impacts would be reduced to a less than significant level by implementation of the following measures, described in detail in Sections 14.I, 14.V, 14.VII and 14.XVIII, Aesthetics, Cultural Resources, Geology and Soils, and Tribal Cultural Resources: MM AES-1, MM AES-2, MM CUL-1 through MM CUL-3, SC CUL-4, MM GEO-1 through MM GEO-3, and MM TRI-1. With these Mitigation Measures and Standard Condition Plans, Programs, and Policies, impacts under this item would be less than significant.

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.)

Less Than Significant With Mitigation Incorporated. The Environmental Checklist analysis herein confirms that the Project will not contribute incrementally to significant cumulative impacts with the implementation of mitigation measures. The activities required to construct the new segments of sewer main, laterals and manholes and manhole rehabilitation would have the potential to temporarily disrupt the circulation system and result in temporary, short-term increases in noise levels and fugitive dust air emissions within the Project Area and Project Vicinity, including some public facilities. Construction would be temporary and short-term and is of limited scope due to the size of the Project and proposed phasing. Mitigation measures for the Project will minimize impacts from Project-generated noise, fugitive dust air emissions and circulation system disruption. The Project will require tree removals and replacements and the alterations of ancillary structures on private parcels which will be implemented in compliance with General Plan goals and policies. Overall the City has committed to a number of mitigation measures to reduce effects of the Project to less than significant levels. For these reasons, significant cumulative impacts are not anticipated.

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

Less Than Significant With Mitigation Incorporated. In addition to the mitigation measures and Standard Condition Plans, Programs, and Policies referenced above, the project will implement the following Mitigation Measures to reduce the following impacts to less than significant levels:

MM AES-1 through MM AES-3: Will protect aesthetic resources according to the City's design guidelines, obtain written owner authorization prior to work on private property, and install fencing around construction activities and materials.

MM AQ-1 through MM AQ-3: Will reduce fugitive dust and Toxic Airborne Contaminants.

MM CUL-1 through CUL-3: Will reduce potential impacts on historical resources.

MM GEO-1 through MM GEO-3: Will reduce impacts related to geology and soils related to stability and soil moisture.

MM HAZ-1 through HAZ-8: Will reduce impacts of movement of contaminated soil.

MM NOI-1 through MM NOI-3: Will reduce impacts from construction noise to FTA standards.

MM TRAF-1 through MM TRAF-4: Will reduce impacts from construction traffic, staging, and road closures.

MM TRI-1 through TRI-6: Wil l reduce impacts on tribal cultural resources.

PREPARATION.

The initial study for the subject Project was prepared by:

Lori Trottier, AICP CEP, Project Manager, IEC

Karla Topete, Environmental Specialist I, IEC

Leah Russell, Environmental Specialist I, IEC

DETERMINATION.

(To be completed by lead agency) Based on this initial evaluation:

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

[XX] 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 the mitigation measures described herein have been included in this Project. 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.

ENVIRONMENTAL DETERMINATION:

The initial study for this Project has been reviewed and the environmental determination is hereby approved:

_____

PROPERTY OWNER/APPLICANT CONCURRENCE:

Section 15070(b)(1) of the California Environmental Quality Act (CEQA) Guidelines provides that Lead Agencies may issue a Mitigated Negative Declaration where *the initial study identifies potentially significant effects, but, revisions in the Project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur*. The property owner/applicant signifies by their signature below their concurrence with all mitigation measures contained within this environmental document. However, the applicant's concurrence with the Draft Mitigated Negative Declaration is not intended to restrict the legal rights of the applicant to seek potential revisions to the mitigation measures during the public review process.

Signature of project applicant or authorized representative

Lee Torres P.E. City of El Monte Engineer

Print name of project applicant or authorized representative

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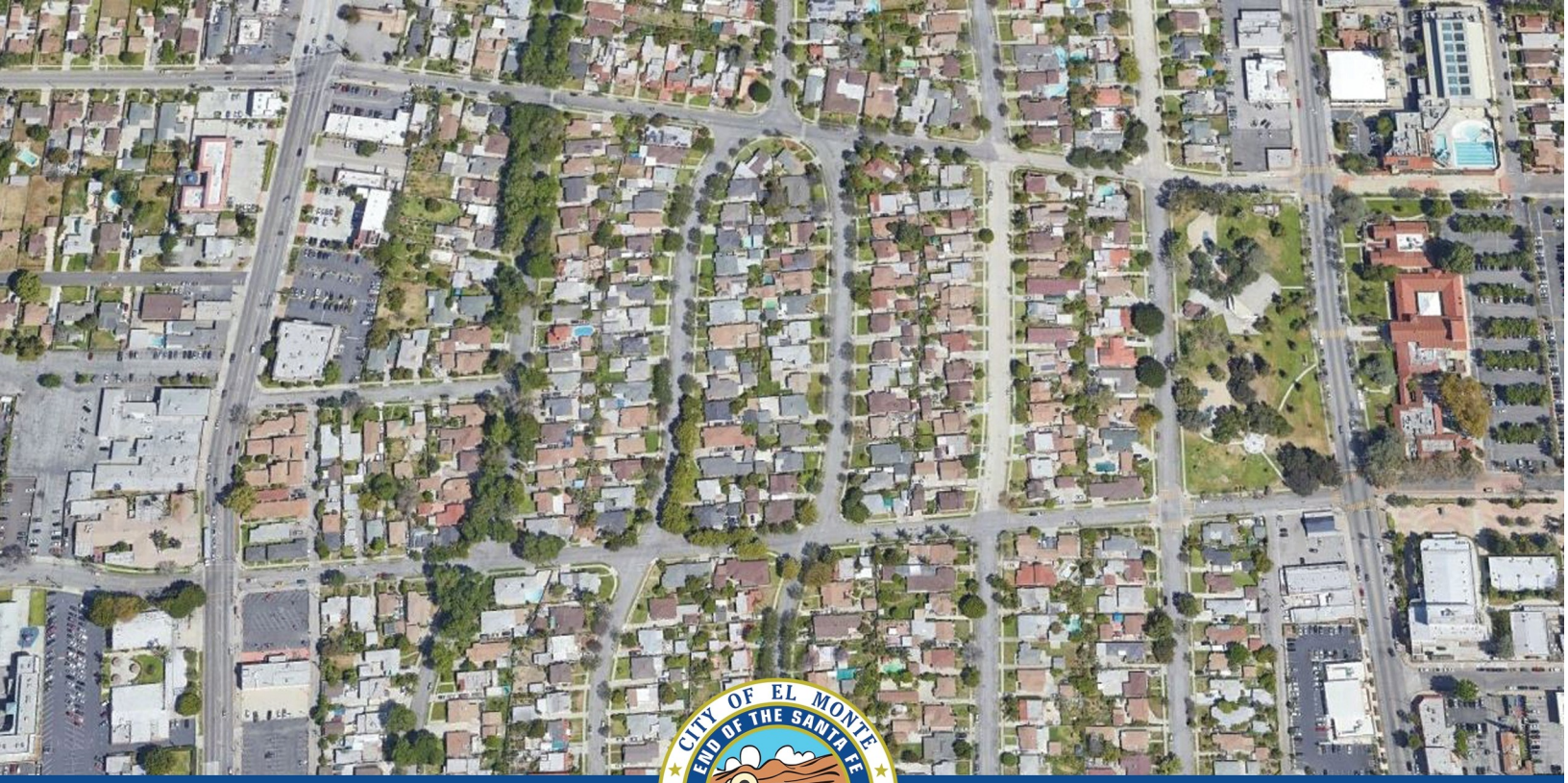

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