

**COMMENTS AND RESPONSE TO COMMENTS
ON THE INITIAL STUDY AND MITIGATED NEGATIVE
DECLARATION PREPARED FOR THE NDESIGN REVIEW (DR
05-19) TENTATIVE TRACT MAP (TTM 082738)
MULTI-TENANT WAREHOUSE DEVELOPMENT.**

**4304 TEMPLE CITY BOULEVARD
EL MONTE, CALIFORNIA 91731**



LEAD AGENCY:

**CITY OF EL MONTE
COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
PLANNING DIVISION
11333 VALLEY BOULEVARD
EL MONTE, CALIFORNIA 91731**

REPORT PREPARED BY:

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 S. HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745**

JUNE 23, 2022

ELMT 034

TABLE OF CONTENTS

Section	Page
1. INTRODUCTION	3
2. COMMENTS AND RESPONSE TO COMMENTS	4
3. ERRATA AND REVISIONS	15
COMMENT LETTERS	16

1. INTRODUCTION

The purpose of this document is to provide a public record of those comment that were received regarding the construction and subsequent operation of a new proposed warehouse building that is proposed at 4304 Temple City Boulevard. This Initial Study analyzes the environmental impacts associated with the proposed construction and operation of a multi-tenant industrial warehouse development within the City of El Monte, The project would consist of two new buildings with a total floor area of 63,428 square feet within a 2.89-acre lot (prior to the required street dedication). There would be a total of four units (tenant spaces) in two separate buildings. Building 1 would contain Units 1 and 2 and would have a total floor area of 44,207 square feet and would consist of 33,825 square feet of warehouse space, 3,490 square feet of office space and 5,976 square feet of mezzanine office space. Building 2 would contain Units 3 and 4 and would have a total floor area of 19,221 square feet and would consist of 14,219 square feet of warehouse space, 2,179 square feet of office space and 2,565 square feet of mezzanine office space. A total of 69 parking spaces would be provided. Of this total, 65 parking spaces would be standard parking spaces and 4 would be accessible parking spaces. Access to the project site would be provided by one driveway connection along Temple City Boulevard. In addition, the proposed project would include 4,077 square feet of landscaping.¹ The project Applicant is D&K Well Team, 2227 North Merced Avenue, South El Monte, California 91733.

The Mitigated Negative Declaration was submitted to the State Clearinghouse on May 19, 2022 and was circulated for the mandatory minimum of 30-days. The review period concluded on June 18, 2022. A total of three comment letters and an attachment were received from the following:

Scott Reimers, Community Development Director
City of Temple City
9701 Las Tunas Drive | Temple City, CA 91780
(with attachments)

Los Angeles County Sanitation Districts County
Los Mandy Huffman, Environmental Planner Facilities Planning Department
1955 Workman Mill Road
Whittier, California 90601

Mitchell M. Tsai, Attorney At Law
139 South Hudson Avenue, Suite 200
Pasadena, California 91101
(with attachments)

¹ Space Light Structure Design. *D & K Well Team LLC, Site Plan*. March 9, 2022.

2. COMMENTS AND RESPONSES TO COMMENTS

A total of three comment letters and an attachment were received from the following:

Scott Reimers, Community Development Director
City of Temple City
9701 Las Tunas Drive | Temple City, CA 91780
(with attachments)

Los Angeles County Sanitation Districts County
Los Mandy Huffman, Environmental Planner Facilities Planning Department
1955 Workman Mill Road
Whittier, California 90601

Mitchell M. Tsai, Attorney At Law
139 South Hudson Avenue, Suite 200
Pasadena, California 91101
(with attachments)

Letter 1

Scott Reimers, Community Development Director
City of Temple City
9701 Las Tunas Drive | Temple City, CA 91780
Letter dated July 21, 2022

Comment 1.1

Development impacting the surrounding roadway system must take into account and mitigate the additional traffic volumes and the altering of existing traffic patterns. In addition to designing appropriate access for the proposed development, planners and developers must strive to maintain a satisfactory transportation level of service and safety for all roadway users. Traffic mitigation concerns will take into account the recommendations of the approved traffic impact study as performed by a State of CA licensed traffic engineer.

Response 1.1

The comment is noted for the record. Trip generation estimates for the proposed project were developed using the trip rates contained in the Institute of Transportation Engineers' (ITE) Trip Generation, 10th Edition based on the industrial land use category (ITE Code 150). This ITE information was used to estimate future traffic generated and this information is summarized in Table 3-6 included in the IS/MND. As indicated in Table 3-6, the new industrial warehouse development is anticipated to generate approximately 106 daily trips, with approximately 18 trips occurring during the AM peak hour, and 20 trips occurring during the PM peak hour. The addition of 18 AM peak hour trips and 20 PM peak hour trips will not add a significant number of vehicles to the road nor alter the Level of Service (LOS) of any of the nearby roadway intersections. Therefore, the potential impacts are anticipated to be less than significant.

Comment 1.2

The project applicant should either provide 75' in stacking distance between the gate and sidewalk or the slide gate to the buildings should remain open during business hours. No trucks will be allowed to queue on Temple City Boulevard waiting for the gate to be opened.

Response 1.2

No queuing will be permitted on Temple City Boulevard. This will be a *Conditional of Approval*. The truck route maps will be forwarded to the City of Temple City Public Works Department.

Comment 1.3

All truck deliveries and movement to and from the Site by trucks should be restricted to designated truck routes in the Cities of Temple City, El Monte and Rosemead. The applicant should provide and submit to the City a truck route plan showing the estimated route of trucks to and from the I-10 freeway and major routes such as Lower Azusa Road and Valley Boulevard.

Response 1.3

This will be a *Conditional of Approval*. The truck route maps will be forwarded to the City of Temple City Public Works Department.

Comment 1.4

Efforts to reduce employee vehicle miles traveled (VMT) to the impact threshold of 16.35 VMT per employee or less by applying the following specific actions:

- a. The project owner, through continued TDM actions to be carried out by the site tenants, should achieve the target VMT for each annual reporting period, for a period of five years from the issuance of a Certificate of Occupancy by the City.
- b. The site owner shall submit to the City Traffic Engineer on an annual basis an Employee VMT Monitoring Summary, as approved by the City Traffic Engineer, that identifies the implemented program details and verifies through a survey effort of employees the project VMT.
- c. The survey will determine the commute distances for each employee and will be conducted by managers within each tenant space. The employee mode of travel (auto, carpool, transit, bicycle, or other means) and trip length will be used to determine the average home-based work trip distance per employee and average VMT based on the number of total related vehicle trips.
- d. In the event that the applicant is not in compliance with the target maximum VMT value, the applicant will be required to increase efforts to bring the VMT value to the target value or better. If the target level is not reached, however, then the program would need to be re-evaluated to determine if efforts need to be changed, embellished, and/or increased, in coordination with the City. Monitoring of the TDM Plan and VMT reduction measures should verify that major categories of trip reduction measures are being implemented, but every measure does not need to be mandated as long as the target VMT has been reached. The primary goal of the monitoring is to verify that the VMT value for the project is at the target level or lower.

Response 1.4

The additional 18 AM and 20 PM peak hour trips will not be sufficient enough to require a traffic study pursuant to the Los Angeles County Congestion Management Program (CMP). According to the CMP, a project will require a traffic study if it results in 50 or more trips during a peak hour at a CMP intersection. The City of El Monte has adopted screening thresholds pursuant to Resolution No. 10172 that are designed to assist in making a determination of significant impacts relative to vehicle miles travelled (VMT). Based on the adopted screening criteria, the proposed project's VMT impacts will be less than significant based on the following criteria:

- The proposed new building is small in floor area (63,428 square feet) with the resulting daily and peak hour traffic generation being 18 AM peak hour trips and 20 PM peak hour trips. This traffic generation will not translate into a net increase of 15 percent increase in the baseline or cumulative traffic numbers.

- The proposed project's net daily traffic generation will not result in a net increase (106 daily trips) in the regional VMT compared to the baseline conditions for the project's opening year.
- The proposed project is consistent with the City of El Monte General Plan and Zoning Ordinance as it applies to the project site. Therefore, the proposed project is consistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

As a result, the VMT impacts will be less than significant.

Comment 1.5

The following are Public Works conditions and shall be incorporated into submittal plans, show the conditions on site plans and on grading plans (No handwritten notes, stickers etc. shall be accepted):

1. Rehabilitate existing AC street pavement along the length of the property frontage to the centerline of the street as indicated below, and as directed by the City Engineer or his/her designee:

Pay in-lieu fee in the amount of \$12,600 for the required rehab to the City. City will use the in-lieu fees in the future for street rehabilitations as necessary.
2. Remove and replace broken and off grade curb and gutter in accordance with SPPWC Standard Plan 120-2, and as directed by the City Engineer or his/her designee.
3. Project shall be reviewed and approved by the City Traffic Engineer, prior to the issuance of permits. Any mitigation measures shown on the traffic study if any shall be made at the sole cost to the property owner/developer.
4. Development impacting the surrounding roadway system must take into account and mitigate the additional traffic volumes and the altering of existing traffic patterns. In addition to designing appropriate access for the proposed development, planners and developers must strive to maintain a satisfactory transportation level of service and safety for all roadway users. Traffic mitigation concerns will take into account the recommendations of the approved traffic impact study as performed by a State of CA licensed traffic engineer.
5. The project applicant should either provide 75' in stacking distance between the gate and sidewalk or the slide gate to the buildings should remain open during business hours. No trucks will be allowed to queue on Temple City Boulevard waiting for the gate to be opened.
6. All truck deliveries and movement to and from the Site by trucks should be restricted to designated truck routes in the Cities of Temple City, El Monte and Rosemead. The applicant should provide and submit to the City a truck route plan showing the estimated route of trucks to and from the I-10 freeway and major routes such as Lower Azusa Road and Valley Boulevard.
7. Efforts to reduce employee vehicle miles traveled (VMT) to the impact threshold of 16.35 VMT per employee or less by applying the following specific actions:

- a. The project owner, through continued TDM actions to be carried out by the site tenants, should achieve the target VMT for each annual reporting period, for a period of five years from the issuance of a Certificate of Occupancy by the City.
- b. The site owner shall submit to the City Traffic Engineer on an annual basis an Employee VMT Monitoring Summary, as approved by the City Traffic Engineer, that identifies the implemented program details and verifies through a survey effort of employees the project VMT.
- c. The survey will determine the commute distances for each employee and will be conducted by managers within each tenant space. The employee mode of travel (auto, carpool, transit, bicycle, or other means) and trip length will be used to determine the average home-based work trip distance per employee and average VMT based on the number of total related vehicle trips.
- d. In the event that the applicant is not in compliance with the target maximum VMT value, the applicant will be required to increase efforts to bring the VMT value to the target value or better. If the target level is not reached, however, then the program would need to be re-evaluated to determine if efforts need to be changed, embellished, and/or increased, in coordination with the City. Monitoring of the TDM Plan and VMT reduction measures should verify that major categories of trip reduction measures are being implemented, but every measure does not need to be mandated as long as the target VMT has been reached. The primary goal of the monitoring is to verify that the VMT value for the project is at the target level or lower.

Response 1.5

As part of the project's consideration, the decision making body will consider the above relevant Conditions of Approval.

Letter 2

Los Angeles County Sanitation Districts County
Los Mandy Huffman, Environmental Planner Facilities Planning Department
1955 Workman Mill Road
Whittier, California 90601
Letter Dated June 7, 2022

Comment 2.1

Section 3.19 Utilities and Service Systems, Response to Question D, page 89: The response stated that “The Puente Hills Landfill was permanently closed in October 2013 and is only currently accepting clean dirt.” Please note that since the Puente Hills Landfill is closed, it is not accepting any dirt from the public.

Response 2.1

The above comments are noted for the record. The requested changes are noted herein in Section 3 herein (Errata and Revisions).

Comment 2.2

Section 3.19 Utilities and Service Systems, Response to Question D, page 89: The response stated that “... the Los Angeles County Sanitation District selected the Mesquite Regional Landfill in Imperial County as the new target destination for the County’s waste. The Mesquite Regional Landfill in Imperial County has a 100-year capacity at 8,000 tons per day.” Please note that the use of the Mesquite Regional Landfill (MRL) is postponed; no waste has been accepted at the MRL. The Districts’ Puente Hills Materials Recovery Facility, Downey Area Recycling and Transfer Facility, South Gate Transfer Station, Scholl Canyon Landfill, and Calabasas Landfill are open and accepting solid waste.

Response 2.2

The above comments are noted for the record. The requested changes are noted herein in Section 3 herein (Errata and Revisions).

Comment 2.3

The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts’ Santa Anita Outfall Trunk Sewer, located in Temple City Boulevard, between Ellis Lane and Abilene Street. The Districts 18-inch diameter trunk sewer has a capacity of 6.3 million gallons per day (mgd) and conveyed a peak flow of 2.1 mgd when last measured in 2013.

Response 2.3

The above comments are noted for the record. The requested changes are noted herein in Section 3 herein (Errata and Revisions).

Comment 2.4

The expected average wastewater flow from the project site, described in the MND as a total of 48,044 square feet of warehouse space and 14,210 square feet of office space, is 4,043 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the Table 1, Loadings for Each Class of Land Use link.

Response 2.4

The above comments are noted for the record. The requested changes are noted herein in Section 3 herein (Errata and Revisions). The IS/MND indicated the future development is projected to generate 1,711 gallons of effluent on a daily basis. Using the Sanitation District's newest loading rate, the revised generation would be 1,586 gallons per day.

Comment 2.5

The wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant located adjacent to the City of Industry, which has a capacity of 100 mgd and currently processes an average flow of 61.2 mgd.

Response 2.5

The above comments are noted for the record. The requested changes are noted herein in Section 3 herein (Errata and Revisions).

Comment 2.6

The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family Home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, the developer should contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727.

Response 2.6

The above comment is noted for the record.

Comment 2.7

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

Response 2.7

The above comment is noted for the record.

Letter 3

Mitchell M. Tsai, Attorney At Law
139 South Hudson Avenue, Suite 200
Pasadena, California 91101
Letter Dated June 15, 2022

Comment 3.1

On behalf of the Southwest Regional Council of Carpenters (“Southwest Carpenter” or “SWRCC”), my Office is submitting these comments for the City of El Monte’s (“City”) Initial Study/Mitigated Negative Declaration for the 4304 Temple City Boulevard Warehouse Development Project (“Project”).

The Southwest Carpenters is a labor union representing 50,000 union carpenters in six states, including California, and has a strong interest in well-ordered land use planning and addressing the environmental impacts of development projects. Individual members of the Southwest Carpenters live, work and recreate in the City and surrounding communities and would be directly affected by the Project’s environmental impacts.

SWRCC expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

Moreover, SWRCC requests that the City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (“CEQA”), Cal Public Resources Code (“PRC”) § 21000 *et seq.*, and the California Planning and Zoning Law (“Planning and Zoning Law”), Cal. Gov’t Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

The City should require the use of a local skilled and trained workforce to benefit the community’s economic development and environment. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California.

Community benefits such as local hire and skilled and trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

[A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

Response 3.1

The comment has been noted for the record.

Comment 3.2

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the UC Berkeley Center for Labor Research and Education concluded:

. . . labor should be considered an investment rather than a cost – and investments in growing, diversifying, and upskilling California’s workforce can positively affect returns on climate mitigation efforts. In other words, well trained workers are key to delivering emissions reductions and moving California closer to its climate targets.¹

Local skilled and trained workforce requirements and policies have significant environmental benefits since they improve an area’s jobs-housing balance, decreasing the amount of and length of job commutes and their associated greenhouse gas emissions. Recently, on May 7, 2021, the South Coast Air Quality Management District found that that the “[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component” can result in air pollutant reductions.²

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward 2040 General Plan requires the City to “promote local hiring . . . to help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions.”³

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to require that the City “[c]ontribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint labor-management training programs,”⁴ In addition, the City of Hayward requires all projects 30,000 square feet or larger to “utilize apprentices from state-approved, joint labor-management training programs.”⁵

Locating jobs closer to residential areas can have significant environmental benefits. . As the California Planning Roundtable noted in 2008:

People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.⁶

In addition, local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. As planning experts Robert Cervero and Michael Duncan noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.⁷ Some municipalities have tied local hire and skilled and trained workforce policies to local development permits to address transportation issues. As Cervero and Duncan note: In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing.” The city’s First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure

residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits. The City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality and transportation impacts.

¹ California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* <https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf>.

² South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10>

³ City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, *available at* https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf. ⁴ City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, *available at* <https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf>.

⁵ City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).

⁶ California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* <https://cprroundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf>

⁷ Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs- Housing Balance or Retail-Housing Mixing? *Journal of the American Planning Association* 72 (4), 475-490, 482, *available at* <http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf>.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A); Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B); and Air Quality and GHG Expert Matt Hagemann CV (Exhibit C).

Response 3.2

The comment has been noted for the record.

3. ERRATA AND REVISIONS TO THE IS/MND

The following revisions are made by reference to Section 3.19 Utilities and Service Systems in response to the comments made by the Los Angeles County Sanitation Districts:

Revision 1, Response to Question D: The response stated that “The Puente Hills Landfill was permanently closed in October 2013 and is only currently accepting clean dirt.” Please note that since the Puente Hills Landfill is closed, it is not accepting any dirt from the public.

Revision 2, Response to Question D: The response stated that “... the Los Angeles County Sanitation District selected the Mesquite Regional Landfill in Imperial County as the new target destination for the County’s waste. The Mesquite Regional Landfill in Imperial County has a 100-year capacity at 8,000 tons per day.” Please note that the use of the Mesquite Regional Landfill (MRL) is postponed; no waste has been accepted at the MRL. The Districts’ Puente Hills Materials Recovery Facility, Downey Area Recycling and Transfer Facility, South Gate Transfer Station, Scholl Canyon Landfill, and Calabasas Landfill are open and accepting solid waste.

Revision 3: The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts’ Santa Anita Outfall Trunk Sewer, located in Temple City Boulevard, between Ellis Lane and Abilene Street. The Districts 18-inch diameter trunk sewer has a capacity of 6.3 million gallons per day (mgd) and conveyed a peak flow of 2.1 mgd when last measured in 2013.

Revision 4. The expected average wastewater flow from the project site, described in the MND as a total of 48,044 square feet of warehouse space and 14,210 square feet of office space, is 4,043 gallons per day. For a copy of the Districts’ average wastewater generation factors, go to www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the [Table 1, Loadings for Each Class of Land Use](#) link. The MND indicated the future development is projected to generate 1,711 gallons of effluent on a daily basis. Using the Sanitation District’s newest loading rate, the revised generation would be 1,586 gallons per day.

Revision 5. The wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant located adjacent to the City of Industry, which has a capacity of 100 mgd and currently processes an average flow of 61.2 mgd.

COMMENT LETTERS

City of Temple City
JN220622
4304 TEMPLE CITY BLVD.
PUBLIC WORKS CONDITIONS

Address/Location: 4304 TEMPLE CITY BLVD.
Scope of Work: New 63,956 SF Multi-Tenant Industrial/Warehouse Development
OFFICE USE ONLY:
Conditions Required

Comments/Conditional Requirements:

The following are Public Works conditions and shall be incorporated into submittal plans, show the conditions on site plans and on grading plans (No handwritten notes, stickers etc. shall be accepted):

1. Rehabilitate existing AC street pavement along the length of the property frontage to the centerline of the street as indicated below, and as directed by the City Engineer or his/her designee:

Pay in-lieu fee in the amount of \$12,600 for the required rehab to the City. City will use the in-lieu fees in the future for street rehabilitations as necessary.
2. Remove and replace broken and off grade curb and gutter in accordance with SPPWC Standard Plan 120-2, and as directed by the City Engineer or his/her designee.
3. Project shall be reviewed and approved by the City Traffic Engineer, prior to the issuance of permits. Any mitigation measures shown on the traffic study if any shall be made at the sole cost to the property owner/developer.
4. Development impacting the surrounding roadway system must take into account and mitigate the additional traffic volumes and the altering of existing traffic patterns. In addition to designing appropriate access for the proposed development, planners and developers must strive to maintain a satisfactory transportation level of service and safety for all roadway users. Traffic mitigation concerns will take into account the recommendations of the approved traffic impact study as performed by a State of CA licensed traffic engineer.
5. The project applicant should either provide 75' in stacking distance between the gate and sidewalk or the slide gate to the buildings should remain open during business hours. No trucks will be allowed to queue on Temple City Boulevard waiting for the gate to be opened.
6. All truck deliveries and movement to and from the Site by trucks should be restricted to designated truck routes in the Cities of Temple City, El Monte and Rosemead. The

applicant should provide and submit to the City a truck route plan showing the estimated route of trucks to and from the I-10 freeway and major routes such as Lower Azusa Road and Valley Boulevard.

7. Efforts to reduce employee vehicle miles traveled (VMT) to the impact threshold of 16.35 VMT per employee or less by applying the following specific actions:
 - a. The project owner, through continued TDM actions to be carried out by the site tenants, should achieve the target VMT for each annual reporting period, for a period of five years from the issuance of a Certificate of Occupancy by the City.
 - b. The site owner shall submit to the City Traffic Engineer on an annual basis an Employee VMT Monitoring Summary, as approved by the City Traffic Engineer, that identifies the implemented program details and verifies through a survey effort of employees the project VMT.
 - c. The survey will determine the commute distances for each employee and will be conducted by managers within each tenant space. The employee mode of travel (auto, carpool, transit, bicycle, or other means) and trip length will be used to determine the average home-based work trip distance per employee and average VMT based on the number of total related vehicle trips.
 - d. In the event that the applicant is not in compliance with the target maximum VMT value, the applicant will be required to increase efforts to bring the VMT value to the target value or better. If the target level is not reached, however, then the program would need to be re-evaluated to determine if efforts need to be changed, embellished, and/or increased, in coordination with the City. Monitoring of the TDM Plan and VMT reduction measures should verify that major categories of trip reduction measures are being implemented, but every measure does not need to be mandated as long as the target VMT has been reached. The primary goal of the monitoring is to verify that the VMT value for the project is at the target level or lower.

Reviewed by: JR/AJ/DT
Date: 6/21/22

COMMENTS & RESPONSES TO COMMENTS
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
4304 TEMPLE CITY BOULEVARD WAREHOUSE • DR 05-19 • TTM 082738



Robert C. Ferrante
Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

June 7, 2022

Ref. DOC 6579157

Mr. Tony Bu, Senior Planner
City of El Monte
Community and Economic Development Department
Planning Division
11333 Valley Boulevard
El Monte, CA 91731

Dear Mr. Bu:

NOI Response to 4304 Temple City Boulevard Warehouse Development (Tentative Tract Map No. 082738)

The Los Angeles County Sanitation Districts (Districts) received a Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration (MND) for the subject project on May 23, 2022. The proposed project is located within the jurisdictional boundaries of District No. 15. We offer the following comments:

1. **Section 3.19 Utilities and Service Systems, Response to Question D, page 89:** The response stated that “The Puente Hills Landfill was permanently closed in October 2013 and is only currently accepting clean dirt.” Please note that since the Puente Hills Landfill is closed, it is not accepting any dirt from the public.
2. **Section 3.19 Utilities and Service Systems, Response to Question D, page 89:** The response stated that “... the Los Angeles County Sanitation District selected the Mesquite Regional Landfill in Imperial County as the new target destination for the County’s waste. The Mesquite Regional Landfill in Imperial County has a 100-year capacity at 8,000 tons per day.” Please note that the use of the Mesquite Regional Landfill (MRL) is postponed; no waste has been accepted at the MRL. The Districts’ Puente Hills Materials Recovery Facility, Downey Area Recycling and Transfer Facility, South Gate Transfer Station, Scholl Canyon Landfill, and Calabasas Landfill are open and accepting solid waste.
3. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts’ Santa Anita Outfall Trunk Sewer, located in Temple City Boulevard, between Ellis Lane and Abilene Street. The Districts’ 18-inch diameter trunk sewer has a capacity of 6.3 million gallons per day (mgd) and conveyed a peak flow of 2.1 mgd when last measured in 2013.
4. The expected average wastewater flow from the project site, described in the MND as a total of 48,044 square feet of warehouse space and 14,210 square feet of office space, is 4,043 gallons per day. For a copy of the Districts’ average wastewater generation factors, go to www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the [Table 1. Loadings for Each Class of Land Use](#) link.
5. The wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant located adjacent to the City of Industry, which has a capacity of 100 mgd and currently processes an average flow of 61.2 mgd.

DOC 6590603.D15

COMMENTS & RESPONSES TO COMMENTS
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
4304 TEMPLE CITY BOULEVARD WAREHOUSE • DR 05-19 • TTM 082738

Mr. Tony Bu

2

June 7, 2022

6. The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family Home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, the developer should contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727.
7. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise the developer that the Districts intend to provide this service up to the levels that are legally permitted and to inform the developer of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2743, or mandyhuffman@lacsd.org.

Very truly yours,

Mandy Huffman

Mandy Huffman
Environmental Planner
Facilities Planning Department

MNH:mnh

COMMENTS & RESPONSES TO COMMENTS
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
4304 TEMPLE CITY BOULEVARD WAREHOUSE • DR 05-19 • TTM 082738



P: (626) 381-9248
F: (626) 389-5414
E: info@mitchtsailaw.com

Mitchell M. Tsai
Attorney At Law

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

June 15, 2022

Tony Bu, Senior Planner
City of El Monte
11333 Valley Boulevard
El Monte, CA 91731
Em: tbu@elmonteca.gov

RE: City of El Monte's Initial Study/Mitigated Negative Declaration for 4304 Temple City Boulevard Warehouse Development Project (SCH#: 2022050437)

Dear Mr. Bu,

On behalf of the Southwest Regional Council of Carpenters ("Southwest Carpenter" or "SWRCC"), my Office is submitting these comments for the City of El Monte's ("City") Initial Study/Mitigated Negative Declaration for the 4304 Temple City Boulevard Warehouse Development Project ("Project").

The Southwest Carpenters is a labor union representing 50,000 union carpenters in six states, including California, and has a strong interest in well-ordered land use planning and addressing the environmental impacts of development projects.

Individual members of the Southwest Carpenters live, work and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

SWRCC expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

Moreover, SWRCC requests that the City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("CEQA"), Cal Public Resources Code ("PRC") § 21000 *et seq.*, and the California

COMMENTS & RESPONSES TO COMMENTS
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
4304 TEMPLE CITY BOULEVARD WAREHOUSE • DR 05-19 • TTM 082738

City of El Monte – 4304 Temple City Boulevard Warehouse Development Project
June 15, 2022
Page 2 of 5

Planning and Zoning Law (“Planning and Zoning Law”), Cal. Gov’t Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

The City should require the use of a local skilled and trained workforce to benefit the community’s economic development and environment. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California.

Community benefits such as local hire and skilled and trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

[A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the UC Berkeley Center for Labor Research and Education concluded:

. . . labor should be considered an investment rather than a cost – and investments in growing, diversifying, and upskilling California’s workforce

COMMENTS & RESPONSES TO COMMENTS
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
4304 TEMPLE CITY BOULEVARD WAREHOUSE • DR 05-19 • TTM 082738

City of El Monte – 4304 Temple City Boulevard Warehouse Development Project
June 15, 2022
Page 3 of 5

can positively affect returns on climate mitigation efforts. In other words, well trained workers are key to delivering emissions reductions and moving California closer to its climate targets.¹

Local skilled and trained workforce requirements and policies have significant environmental benefits since they improve an area’s jobs-housing balance, decreasing the amount of and length of job commutes and their associated greenhouse gas emissions. Recently, on May 7, 2021, the South Coast Air Quality Management District found that that the “[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component” can result in air pollutant reductions.²

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward 2040 General Plan requires the City to “promote local hiring . . . to help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions.”³

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to require that the City “[c]ontribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint labor-management training programs, . . .”⁴ In addition, the City of Hayward requires all projects 30,000 square feet or larger

¹ California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, available at <https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf>

² South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, available at <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10>

³ City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, available at https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf

⁴ City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, available at <https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf>

City of El Monte – 4304 Temple City Boulevard Warehouse Development Project
June 15, 2022
Page 4 of 5

to “utilize apprentices from state-approved, joint labor-management training programs.”⁵

Locating jobs closer to residential areas can have significant environmental benefits. . . . As the California Planning Roundtable noted in 2008:

People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.⁶

In addition, local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. As planning experts Robert Cervero and Michael Duncan noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.⁷ Some municipalities have tied local hire and skilled and trained workforce policies to local development permits to address transportation issues. As Cervero and Duncan note:

In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing.” The city’s First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

⁵ City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).

⁶ California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, available at <https://cprroundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf>

⁷ Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, available at <http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf>

COMMENTS & RESPONSES TO COMMENTS
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
4304 TEMPLE CITY BOULEVARD WAREHOUSE • DR 05-19 • TTM 082738

City of El Monte – 4304 Temple City Boulevard Warehouse Development Project
June 15, 2022
Page 5 of 5

The City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality and transportation impacts.

Sincerely,



Talia Nimmer
Attorneys for Southwest Regional
Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B); and

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C).