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**Addendum to the  
City of El Monte General Plan and Zoning Code  
Update Environmental Impact Report**

**2021-2029 Housing Element,  
Public Health and Safety Element Update  
and  
Updates to Other General Plan Elements**

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**LEAD AGENCY:**



City of El Monte  
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Morse Planning Group

December 17, 2021

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**Addendum to the City of El Monte General Plan and Zoning Code Update EIR  
For the 2021-2029 Housing Element, Public Health and Safety Element Update  
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### 1.0 INTRODUCTION

The 2021-2029 Housing Element, Public Health and Safety Element Update, and updates to other General Plan Elements (herein referenced as the “project,” or “proposed project”) involve adoption and implementation of these General Plan components. Following a preliminary review of the proposed project, the City of El Monte has determined that the proposed project is subject to the guidelines and regulations of the *California Environmental Quality Act (CEQA)*.

### 1.1 STATUTORY AUTHORITY AND REQUIREMENTS

This environmental document has been prepared in conformance with *CEQA (California Public Resources Code [PRC] Section 21000 et seq.)*; *CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.)*; and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City of El Monte.

In accordance with *CEQA Guidelines* Sections 15051 and 15367, the City of El Monte (City) is identified as the Lead Agency for the proposed project. Under *CEQA (Public Resource Code Sections 21000-21177)* and pursuant to *CEQA Guidelines* Section 15063, the City is required to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration. Such determination can be made only if “there is no substantial evidence in light of the whole record before the Lead Agency” that such impacts may occur (*PRC* Section 21080(c)).

The environmental documentation, which is ultimately selected by the City in accordance with *CEQA*, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions relevant to the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

If applicable, the environmental documentation and supporting analysis are subject to a public review period. During this review, agency and public comments on the document relative to environmental issues should be addressed to the City. Following review of any comments received, the City will consider these comments as a part of the project’s environmental review and include them with the environmental documentation for consideration by the City.



## **1.2 PURPOSE OF AN INITIAL STUDY**

The purposes of an Initial Study are to:

1. Identify environmental impacts;
2. Provide the lead agency with information to use as the basis for deciding whether to prepare an EIR or a negative declaration;
3. Enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is required to be prepared;
4. Facilitate environmental assessment early in the design of the project;
5. Document the factual basis of the finding in a negative declaration that a project would not have a significant environmental effect;
6. Eliminate needless EIRs;
7. Determine whether a previously prepared EIR could be used for the project; and
8. Assist in the preparation of an EIR, if required, by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant.

CEQA Guidelines Section 15063 identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project
- Identification of the environmental setting
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries
- Discussion of ways to mitigate significant effects identified, if any
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study

## **1.3 RESPONSIBLE AND TRUSTEE AGENCIES**

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals, or permits from other public agencies in order to be implemented. Such other agencies are referred to as Responsible Agencies and Trustee Agencies. Pursuant to *CEQA Guidelines* Sections 15381 and 15386, as amended, Responsible Agencies and Trustee Agencies are respectively defined as follows:

“Responsible Agency” means a public agency, which proposes to carry out or approve a project, for which [a] Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of *CEQA*, the term



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“responsible agency” includes all public agencies other than the Lead Agency, which have discretionary approval power over the project. (Section 15381)

“Trustee Agency” means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee Agencies include; The California Department of Fish and Wildlife, The State Lands Commission; The State Department of Parks and Recreation and The University of California with regard to sites within the Natural Land and Water Reserves System. (Section 15386)

As soon as the Lead Agency has determined that an Initial Study would be required for a project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, in order to obtain the recommendations of those agencies as to whether an EIR or a Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these Responsible and Trustee Agencies and other governmental agencies, as required under *CEQA* and its implementing guidelines.

For this project, the City of El Monte is the Lead Agency and has the sole responsibility of processing and approving the project. There are no Responsible or Trustee Agencies that have oversight, approval, or permit responsibility associated with the project, or require consultation with the City of El Monte. In addition, No other agency is required to approve the 2021-2029 Housing Element and Public Health and Safety Element Update, but the 2021-2029 Housing Element will be reviewed by the California Department of Housing and Community Development for the purpose of determining whether it complies with the requirements of State Housing Element law.

### **1.4 CONSULTATION**

The City complied with Tribal Cultural Resources consultation requirements under *CEQA* and AB 52 (Gatto, 2014), and *PRC* Section 21080.3.1. Formal notification was sent to 11 tribes. The City received no requests for consultation.

### **1.5 INCORPORATION BY REFERENCE**

Pertinent documents relating to this Initial Study have been cited in accordance with *CEQA Guidelines* Section 15150, which encourages incorporation by reference as a means of reducing redundancy and length of environmental reports. The following documents are hereby incorporated by reference into this EIR. Information contained within these documents has been utilized for this Initial Study. These documents are available for review at the City of El Monte Community and Economic Development Department, Planning Division located at 11333 Valley Boulevard, El Monte, California 91731, and online, if available, with the links provided below.



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**The City of El Monte General Plan.** *The City of El Monte General Plan (General Plan)* was adopted on June 7, 2011, and is a long-range planning document that guides decisions related to land use. The *General Plan* includes the following chapters: Vision Element, Community Design Element, Land Use Element, Housing Element, Parks and Recreation Element, Circulation Element, Economic Development Element, Public Services and Infrastructure Element, Cultural Resources Element, Public Health and Safety Element, and Health and Wellness Element. The 2014-2021 Housing Element was adopted on December 17, 2013.

[2011 General Plan \(with 2014-2021 Housing Element\) \(PDF\)](#)

**The City of El Monte General Plan and Zoning Code Update Environmental Impact Report.** The Environmental Impact Report (EIR) for The City of El Monte General Plan and Zoning Code Update (State Clearinghouse Number [SCH No.] 2008071012) evaluates the environmental effects associated with the adoption and implementation of the General Plan and Zoning Code Update initiated by the City of El Monte.

*Initial Study Conclusions.* An Initial Study was prepared in 2008, and concluded no or less than significant impacts as summarized in Final EIR Table 8-1. Thus, the following topics and impacts were not analyzed in the EIR: Aesthetics (Impact I.b), Agriculture Resources (Impacts II.a, II.b, and II.c), Biological Resources (Impacts IV.a, IV.b, IV.c, IV.d, IV.e, and IV.f), Hazardous and Hazardous Materials (Impacts VII.f and VII.h), Hydrology and Water Quality (Impacts VIII.g and VIII.h), Land Use and Planning (Impact IX.c), Mineral Resources (Impacts X.a and X.b), and Population and Housing (Impacts XII.b and XII.c).

*Development Potential for EIR Analysis.* [Table 1-1](#) shows the projected General Plan growth used for the EIR.

**TABLE 1-1  
BUILDOUT ESTIMATES  
EXISTING CONDITIONS VERSUS PROPOSED GENERAL PLAN**

Land Use	Current General Plan	Proposed General Plan	Difference
Residential Units	128,318	33,802	5,484
Population	125,194	149,721	24,527
Employees	35,848	58,807	22,959
Nonresidential Square Footage	22,390,841	34,397,496	12,006,655

The *General Plan and Zoning Code Update Environmental Impact Report (GPZCU EIR)* identified three areas where the growth would primarily occur: 1) Northwest Business District, a redevelopment area undergoing recycling and reinvestment, 2) Flair Park, a formerly office/industrial business park transitioning to mid-rise office uses, and 3) Downtown El Monte, an area redeveloping into a mixed-use transit-oriented district.



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***GPZCU EIR Conclusions.*** The *GPZCU EIR* reviewed the following topics: Aesthetics, Air Quality, Cultural Resources, Geology and Soils, Greenhouse Gases, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services (Fire Protection and Emergency Services, Police Protection, School Services, Library Services), Recreation, Transportation/Traffic, and Utilities and Service Systems.

The *GPZCU EIR* concluded the following significant and unavoidable impacts:

- Air Quality – Impacts 5.2-1, 5.2-2, 5.2-3, and 5.2-5
- Noise – Impacts 5.9-2, 5.9-3, 5.9-5
- Transportation/Traffic – Impact 5.13-1

The *GPZCU EIR* concluded all other impacts were less than significant.

The City Council certified the *GPZCU EIR* on June 7, 2011, as well as adopted a Statement of Overriding Considerations for significant, unavoidable impacts, and adopted a Mitigation Monitoring and Reporting Program.

[Environmental Impact Report \(PDF\)](#)

***El Monte Municipal Code.*** The *El Monte Municipal Code (Municipal Code)*, codified through Ordinance No. 2986, November 4, 2020 (Supplement No. 33, Update 1) consists of codes and ordinances adopted by the City. These include standards intended to regulate land use, development, health and sanitation, water quality, public facilities, and public safety.

Title 15 of the *Municipal Code*, Building and Construction, specifies rules and regulations for construction, alteration, and building for uses of human habitation and occupation. Title 16 of the *Municipal Code*, Subdivisions, regulates and controls the division of land within the city. Title 17 of the *Municipal Code*, Zoning Code, identifies land uses permitted and prohibited according to the zoning category of particular parcels and establishes the development standards and regulations for each zone.

[| Code of Ordinances | El Monte, CA | Municode Library](#)

***Downtown Main Street Specific Plan and Environmental Impact Report.*** The *Downtown Main Street Transit-Oriented District Specific Plan and Master Plan (Downtown Main Street Specific Plan)* was adopted on April 4, 2017 by Ordinance No. 2909. In addition, the City Council certified the *Downtown Main Street Transit-Oriented District Specific Plan and Master Plan Environmental Impact Report* on April 4, 2017, as well as adopted a Statement of Overriding Considerations for significant unavoidable impacts, and adopted a Mitigation Monitoring and Reporting Program.

The *Downtown Main Street Specific Plan* seeks to reinvigorate the Downtown area and enhance the connections to the surrounding communities through ample transportation opportunities. The Plan area covers 115 acres and is bounded by railroad tracks to the north, Santa Anita Avenue to the west, and Ramona Boulevard to the south.



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Development Potential for EIR Analysis. The EIR assesses the potential environmental impacts associated with the development potential of the sub-areas according to the Downtown Main Street Specific Plan development standards and in coordination with an economic consultant for the Specific Plan in January 2016.

Basic Assumptions. The EIR assumes that many of the vacant and underutilized parcels with the Specific Plan area would be developed over time and in accordance with the development standard of the applicable sub-area. However, it is unlikely that “absolute buildout” where all properties are developed at the maximum density and floor area permitted would occur. As such, “future potential buildout” levels were identified and studied in the EIR. The actual development within the Specific Plan area would depend on factors, such as market conditions, ownership patterns, property configuration, and parking requirements. In addition, given that the Specific Plan area is already developed with varying ages of structures and existing residential neighborhoods, some of the area may not experience recycling to higher densities by the year 2035.

The basic assumption used to calculate future residential and commercial development in the Specific Plan area is that it would occur in accordance with the development standard permitted by right plus Development Opportunity Reserve (DOR) for each sub-area.

Future Development. The development potential used to assess the environmental impacts in the EIR reflect the projected net increase in residential units and square feet of commercial (retail, restaurant, office) uses within the Specific Plan area. In 2015, there were approximately 190 residential units and 950,000 square feet of commercial building area within the Specific Plan area. As shown in *Table 1-2*, the potential buildout of the Specific Plan may result in the net increase of 2,200 new residential units and 500,000 square feet of new commercial building area by the year 2035. The net increase of new residential units and commercial building area includes projects within the Specific Plan area that have already been approved by the City, but not constructed or occupied. The EIR also identified the projected growth of 8,465 residents and 1,235 employees.

**TABLE 1-2  
DOWNTOWN MAIN STREET SPECIFIC PLAN 2035 POTENTIAL DEVELOPMENT BUILDOUT**

Use	2015	2035	Net Increase
Residential Units (DU)	190	2,390	2,200 <sup>a</sup>
Commercial Building Area (SF)			
Retail	N/A	N/A	325,000
Restaurant	N/A	N/A	100,000
Office	N/A	N/A	75,000
<b>Total</b>			<b>500,000<sup>b</sup></b>
Notes: a. Residential net increase represents all multi-family units. b. Commercial net increase represents 65% retail, 20% restaurant, and 15% office building area. DU = dwelling unit; SF = square feet			

[Downtown Main Street Specific Plan \(PDF\)](#)  
[Final Draft EIR \(December 2016\)](#)  
[Final EIR](#)



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**The El Monte Gateway Specific Plan and Environmental Impact Report.** The *Urban Transit Village Specific Plan* (later renamed *The El Monte Gateway Specific Plan*) was adopted and the associated EIR certified in April 2007.

The *Urban Transit Village Specific Plan EIR* evaluated the redevelopment of an approximately 65-acre site that would retain mass transit facilities to support a proposed transit-oriented development with the following mix of land uses: up to 1,850 dwelling units; 491,000 square feet of retail commercial uses; a conference center of approximately 42,000 square feet; professional and business office of approximately 500,000 square feet; a theater and entertainment complex with approximately 70,000 square feet; a child development center with approximately 20,000 square feet; and a hotel with approximately 200 rooms.

The adoption of the *Urban Transit Village Specific Plan* established a “transit village development district” for the 65-acre site as the term is defined in Government Code Section 65460.1.

The *El Monte Gateway Specific Plan* was revised in 2014 along with an EIR Addendum to the 2007 EIR. The *El Monte Gateway Specific Plan* identified the following buildout within the Specific Plan area (refer to [Table 1-3](#)):

The revised Specific Plan added 100,000 square feet of retail and 100,000 square feet of office to the Specific Plan buildout.

**TABLE 1-3  
THE EL MONTE GATEWAY SPECIFIC PLAN LAND USE SUMMARY (2014)**

Use	Specific Plan Maximum Buildout			
	Dwelling Units (DU)	Square Feet (SF)	Acres (AC)	Hotel Rooms
Residential	1,850	2,230,330 <sup>1</sup>		
Retail		591,000		
Conference Center		42,000		
Office		600,000		
Theater/Entertainment		70,000		
Hotel		75,000 <sup>2</sup>		200
Child Development Center		20,000		
Parks/Open Space			16.15 <sup>3</sup>	
Residential Buildout Maximum	1,850	2,230,330 <sup>1</sup>		
Non-Residential Buildout Maximum		1,398,000		200
<b>Total</b>	<b>1,850</b>	<b>3,628,330</b>		<b>200</b>
Notes: 1. Estimate of total square footage for 1,850 dwelling units. 2. Estimate of total square footage for 200-room hotel. 3. Represents a 1.58-acre net increase from existing acreage. The 16.01 acres for public parks includes 4.03 acres of paved motor vehicle-access driveways and parking.				

[Gateway Specific Plan \(PDF\)](#)



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## **2.0 PROJECT DESCRIPTION**

### **2.1 PROJECT LOCATION**

The project applies to all properties within the municipal boundaries of the City of El Monte (City), Los Angeles County, California.

The City of El Monte is located approximately 12 miles east of downtown Los Angeles within Los Angeles County, in the heart of the San Gabriel Valley . El Monte is specifically located just west of the interchange of Interstates 10 and 605. The San Gabriel River borders the City on the east, and the Rio Hondo River bisects the eastern half of the City from the north to the southwest. El Monte is surrounded by the cities of Baldwin Park, Industry, Arcadia, Irwindale, Temple City, Rosemead, and South El Monte and unincorporated Los Angeles County. Regional access to the City is provided via Interstate 10 (I-10), Interstate 605 (I-605), and State Route 60 (SR-60). Refer to *Exhibit 1, Regional Location Map*.

### **2.2 ENVIRONMENTAL SETTING**

#### **2.2.1 EXISTING LAND USES**

The project is the 2021-2029 Housing Element, Public Health and Safety Element Update, and updates to other General Plan Elements that will be applied Citywide. El Monte has been fully urbanized for many years, and development includes a mix of housing types, major employment districts with commercial and industrial uses, park and recreational amenities, and convenient transportation choices.

#### **2.2.2 SURROUNDING LAND USES**

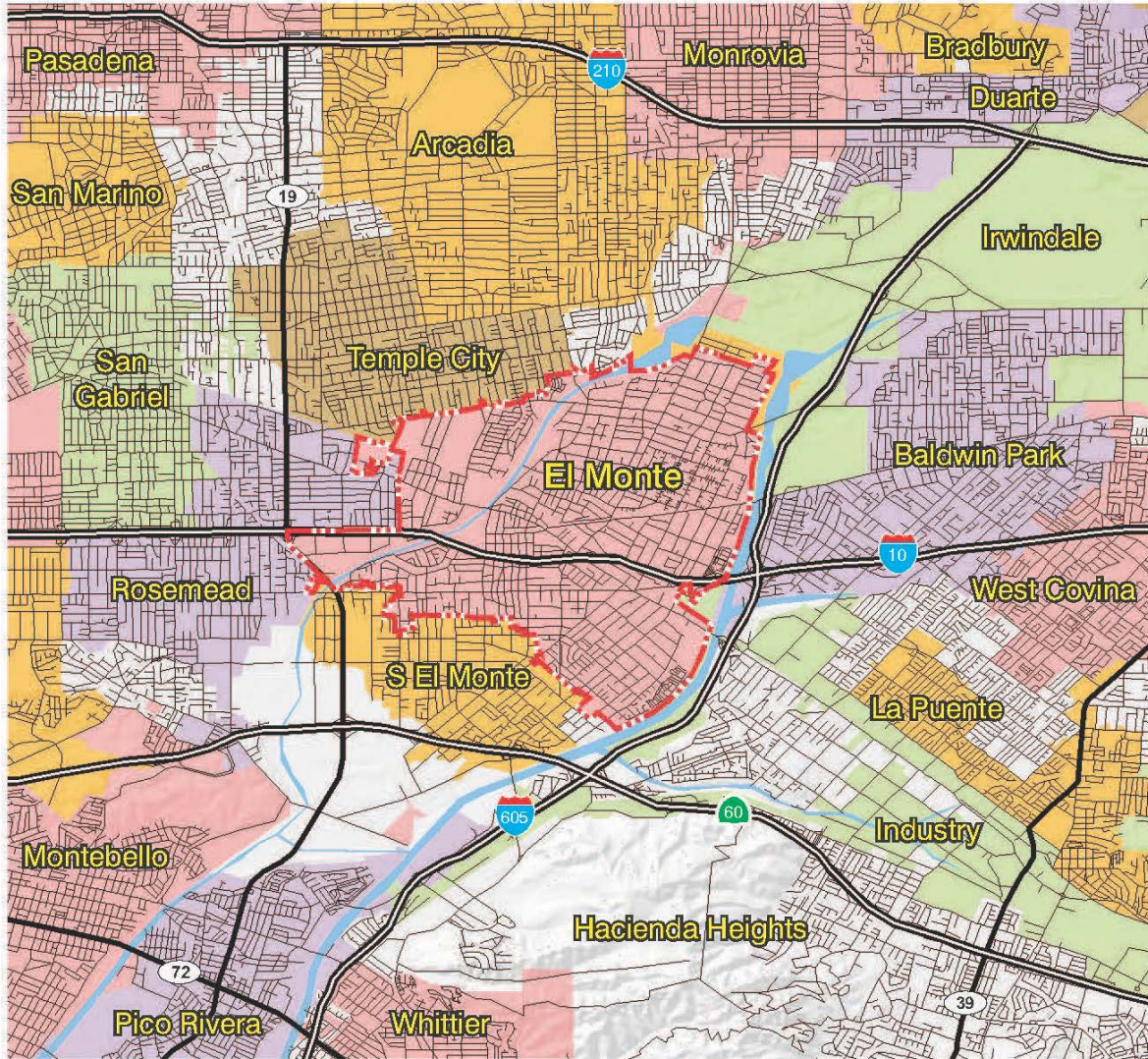
The approximately 9.6-square mile City is bordered by Baldwin Park and Industry to the east; Irwindale, Temple City, Arcadia, and unincorporated Los Angeles County to the north; Rosemead to the west; and South El Monte and unincorporated Los Angeles County to the south. The neighboring cities and communities are also fully urbanized with a mix of residential, commercial, industrial, public institutional, and open space uses.

### **2.3 GENERAL PLAN AND ZONING DESIGNATIONS**

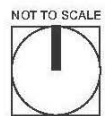
Not Applicable (Citywide).



## Exhibit 1 Regional Location Map



--- City Boundary



Source: City of El Monte General Plan and Zoning Code Update EIR (May 2011)



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## **2.4 PROJECT COMPONENTS**

The project is the adoption and implementation of the 2021-2029 Housing Element, Public Health and Safety Element Update, and updates to three other General Plan Elements.

### **2.4.1 2021-2029 HOUSING ELEMENT**

The 2021-2029 Housing Element represents an update of the City’s 2013-2021 Housing Element. The Housing Element is an integral component of the City’s General Plan, as it addresses existing and future housing needs of all types for persons of all economic segment groups in the City. The Housing Element serves as a tool for decision-makers and the public in understanding and meeting housing needs in El Monte. While the law does not require local governments to actually construct housing to meet identified needs, it does require that the community address housing needs in its discretionary planning actions.

#### **PURPOSE AND ORGANIZATION OF THE HOUSING ELEMENT**

The Housing Element is one of the seven mandatory elements of the General Plan. Through policies, procedures, and incentives, it provides an action-plan for maintaining and expanding the housing supply in the City of El Monte.

The Housing Element is organized into the following sections and appendices.

<b>Sections</b>	<b>Appendices</b>
Introduction Housing Context Goals and Policies Housing Implementation Plan	A. Site Inventory B. Public Participation C. Review of Past Accomplishment D. Assessment of Fair Housing

El Monte’s Housing Element for the 6<sup>th</sup> cycle planning period of October 15, 2021 to October 15, 2029 describes policies and programs that include:

- Identification and analysis of existing and projected housing needs, resources, and constraints;
- A statement of goals, policies, quantified objectives, and scheduled programs for preservation, improvement and development of housing;
- Identification of adequate sites for housing; and
- Adequate provision for existing and projected needs of all economic segments of the community.



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### Element and Appendices

Pursuant to *Government Code* Section 65583, the housing element contains four basic parts:

1. Analysis of demographic, social, and housing characteristics, current and future housing needs due to population growth and change, and other factors affecting housing need;
2. Analysis of governmental and nongovernmental constraints that affect the development, maintenance, and improvement of housing for all income groups and people with disabilities;
3. Inventory of resources available to address the City's housing needs, including available land for housing, as well as the financial resources and administrative capacity to manage housing programs; and
4. Specific actions or programs to address the development, improvement, and conservation of housing to meet current and future needs. This includes goals, policies, and specific housing programs.

The Background Technical Report addresses parts 1 through 3 listed above. Part 4 is addressed in the Housing Element.

Appendix A contains a parcel-specific listing of potential sites for housing development.

Appendix B contains a list of residents, interested parties, and organizations that participated in the 2021-2029 Housing Element.

Appendix C contains a review of the programs from the previous element and identifies the City's accomplishments as well as changes that are appropriate for the new planning period based on changed circumstances.

Appendix D contains an analysis of areas of segregation, racially or ethnically concentrated areas of poverty, disparities in access to opportunity, and disproportionate housing needs including displacement risk.

### HOUSING GOALS AND POLICIES

The 2021-2029 Housing Element goals and policies are listed below. Refer to the 2021-2029 Housing Element (separate document) for a full description of the programs associated with each goal.

#### RESIDENTIAL NEIGHBORHOODS

**Goal 1**      **Sustainable neighborhoods evidenced by quality housing conditions, ample community services, exemplary public safety and security, quality public facilities and infrastructure, and civic pride.**

Policy H-1.1    *Housing Rehabilitation.* Support the rehabilitation of single- family and multiple-family units and acquisition and rehabilitation of multiple-family housing to improve housing conditions, remove blight if needed, and improve the quality of life in neighborhoods.

Policy H-1.2    *Neighborhood Conditions.* Conduct proactive code enforcement, real estate inspection programs, and other neighborhood improvement efforts to maintain neighborhood quality, stabilize declining areas, and improve quality of life.



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- Policy H-1.3 *Community Amenities.* Require adequate provision of public services and facilities, infrastructure, parks and open space, adequate parking and traffic management, pedestrian and bicycle routes, and public safety to create highly desirable neighborhoods.
- Policy H-1.4 *Neighborhood Involvement.* Encourage active resident involvement in neighborhood planning organizations to identify needs and implement programs aimed at the beautification, improvement, and preservation of neighborhoods.
- Policy H-1.5 *Architectural Design.* Require that all housing, either new or rehabilitated, is of exemplary design and construction quality through the development and implementation of building design standards and architectural review. Use objective design standards where possible to provide more certainty to developers and the public.
- Policy H-1.6 *Neighborhood Identity.* Strengthen neighborhood fabric and identity through parks and recreation services, cultural and historic features, public art, neighborhood events, as well as resident participation in planning and improvement of their neighborhoods.
- Policy H-1.7 *Neighborhood Preservation.* Ensure that new residential development is complementary to single-family residential neighborhoods and do not materially detract from the character, stability, and quality of life in neighborhoods.

### ACCOMMODATING NEW HOUSING

**Goal 2 Adequate sites for new housing that create a vibrant downtown, revitalize transportation corridors with quality housing, and motivate reinvestment and revitalization in neighborhoods.**

- Policy H-2.1 *Housing Sites.* Provide adequate sites through land use, zoning, and specific plan designations to allow single-family homes, multi-family homes, Accessory Dwelling Units (ADUs), urban housing, mixed-use housing, mobile homes, and special needs housing.
- Policy H-2.2 *Downtown Core.* Direct the production of new quality housing, including mixed/multiuse and mixed-income housing along with appropriate amenities, as appropriate, into the Downtown Core.
- Policy H-2.3 *Gateway Specific Plan.* Continue to implement the development envisioned for the Specific Plan, which calls for the construction of urban housing with mix of apartments and ownerships units and income levels surrounding the El Monte Station.
- Policy H-2.4 *Urban Housing.* Provide zoning designations necessary to develop urban housing at high densities along Garvey Avenue Corridor and the 5-Points Area, providing for linkages to transit, commercial activity and communities like parks and recreation centers.
- Policy H-2.5 *Major Corridors.* Direct the production of quality mixed/ multiuse projects along major corridors Durfee Avenue, Peck Road, and Garvey Avenue to allow for efficient land use practices, improved mobility, and energy conservation.
- Policy H-2.6 *Work-Live and Live-Work.* Provide opportunities for work- live and live-work housing in the Downtown Core, along major corridors, and within the Flair Business Park.
- Policy H-2.7 *Neighborhood Amenities.* Require new residential projects to be adequately served by parks and recreation services, libraries, sanitary sewers and storm drains, transportation, public safety, and other public services and facilities.



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- Policy H-2.8 *Regulatory/Financial Incentives.* Provide for regulatory and financial incentives, where feasible, to encourage the production of well-designed housing, special needs housing, and housing affordable to households of different income levels.
- Policy H-2.9 *Neighborhood Protection.* Protect established single-family neighborhoods, through measures including use of zoning standards and objective design standards, from the transition, intensification, and encroachment of nonresidential uses and higher density housing that detracts from the character of the neighborhood.
- Policy H-2.10 *Transit-Oriented Housing.* Support the development of the TOD, which contains a variety of mixed-use projects vertically or horizontally integrated with commercial, professional, entertainment, and recreational uses.
- Policy H-2.11 *Architectural Design.* Require architectural excellence through the exemplary use of materials, color, site planning, environmentally sustainable practices, building treatments, landscaping, and other best practices in concert with community expectations for quality.

### DIVERSITY OF HOUSING TYPES AND PRICES

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

- Policy H-3.1 *Rental Assistance.* Continue to support the provision of rental assistance to lower income individuals and families in El Monte; provide emergency rental assistance where feasible.
- Policy H-3.2 *Homeownership Opportunities.* Improve homeownership opportunities for El Monte residents and workforce by offering financial assistance, low-interest loans, and educational resources.
- Policy H-3.3 *Affordable Housing Preservation.* Preserve multiple-family housing through the provision of loan and grant assistance that encourages the rehabilitation and improvement of properties.
- Policy H-3.4 *Regulatory and Financial Incentives.* Offer financial incentives and regulatory concessions to facilitate production of affordable housing.
- Policy H-3.5 *Inclusionary Housing.* Adopt an inclusionary housing ordinance. Encourage the integration of deed-restricted affordable housing for low and moderate income households into new residential projects with regulatory and financial incentives.
- Policy H-3.6 *Partnerships.* Support collaborative partnerships of nonprofit organizations, affordable housing developers, major employers, and others to provide affordable workforce housing, senior housing, and other housing types suited to lifestyle needs.
- Policy H-3.7 *Diverse Housing.* Support the production of varied housing types, including single-family, townhomes, apartments, and special needs housing that are priced at levels affordable to all income levels.
- Policy H-3.8 *Unique Housing.* Permit and encourage the construction of innovative housing types, such as tiny, shipping container, modular, earth/green roof, and wood pallet houses.
- Policy H-3.9 *Development Standards.* Provide zoning, development standards and appropriate regulatory incentives to facilitate quality live-work, mixed use, and other housing suited to different lifestyle needs.



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- Policy H-3.10 *Mobile Home Park Rent Stabilization.* Ensure that mobile homeowners and residents are protected from unreasonable space rental increases while recognizing the need of mobile home park owners to receive a just and reasonable return on their investment.
- Policy H-3.11 *Mobile Home Park Outreach.* Provide education outreach to mobile home parks to inform residents and mobile home park owners of special consumer and housing right protections under the Mobile home Park Residency law.
- Policy H-3.12 *Mobile Home Park Conversion.* Minimize the adverse impact on the housing supply and on displaced persons in accordance with state law and City ordinance whenever an existing mobile home park or portion thereof is converted to another use.

### SPECIAL HOUSING NEEDS

#### **Goal 4 Adequate rental, homeownership, and supportive services to individuals, families, and those with special needs that will help them find and maintain affordable housing in the community.**

- Policy H-4.1 *Senior and Disabled Housing.* Support development of accessible and affordable housing for seniors and disabled people; provide assistance for seniors and people with a disability to maintain and improve their homes to facilitate independent living.
- Policy H-4.2 *Family Housing.* Facilitate and encourage the development of larger market rate rental and ownership units suitable for families with children, including lower and moderate income families, and the provision of supportive services such as child care.
- Policy H-4.3 *Partnerships.* Continue to fund community-based, nonprofit, and other service organizations that provide supportive services to seniors, families, homeless people, disabled people, and other special needs populations in El Monte.
- Policy H-4.4 *Homeless People.* Support adequate opportunities for emergency, transitional, and permanent supportive housing, including services, within El Monte through the implementation of land use and zoning practices and monitoring through permitting procedures.
- Policy H-4.5 *Housing Assistance.* Expand homeownership opportunities to El Monte residents and workforce through homebuyer assistance; support the continued provision of rental assistance to lower income households.
- Policy H-4.6 *Affordable Housing Preservation.* Preserve existing publicly subsidized affordable housing and expand quality and affordable rental housing opportunities for families, with housing linked to quality childcare, health, and other services.
- Policy H-4.7 *Fair Housing.* Prohibit housing discrimination in all aspects affecting the sale, rental, or occupancy of housing based on individual or familial status or other arbitrary classification, and support the enforcement of fair housing laws.

### REGIONAL HOUSING NEEDS ASSESSMENT

California *Government Code* Article 10.6, Section 65580 – 65589.8, Chapter 3 of Division 1 of Title 7 sets forth the legal requirements for a housing element and encourages the provision of affordable and decent housing in suitable living environments for all communities to meet statewide goals. The 2021-2029 Housing Element is a statement by the City of El Monte of its current and future housing needs identified in a policy document that sets forth the City's goals, policies, and programs to address those identified needs.



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Specifically, *Government Code* Section 65580 states the housing element shall consist of “...an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources and scheduled programs for the preservation, improvement, and development of housing.” The housing element must also contain a housing plan with quantified objectives for the implementation of the goals and objectives described in the housing element. State law requires the housing element be updated every eight years or as otherwise required by State law.

*Government Code* Article 10.6, Section 65589 – 65589.8, Chapter 3 of Division 1 of Title 7 sets forth the legal requirements for a housing element and encourages the provision of affordable and decent housing in all communities to meet statewide goals. This Initial Study evaluates the environmental effects of the adoption and implementation of the El Monte 2021-2029 Housing Element. The planning period is from October 15, 2021 through October 15, 2029.

*Government Code* Section 65583 requires that housing elements include the following components:

- A review of the previous element’s goals, policies, programs, and objectives to ascertain the effectiveness of each of these components, as well as the overall effectiveness of the Housing Element;
- An assessment of housing needs and an inventory of resources and constraints related to the meeting of these needs;
- An analysis and program for preserving assisted housing developments;
- A Statement of community goals, quantified objectives, and policies relative to the preservation, improvement and development of housing;
- A program which sets forth an eight-year schedule of actions that the City is undertaking or intends to undertake, in implementing the policies set forth in the Housing Element.

Several factors influence the demand for housing in the City of El Monte. Four major “needs” categories considered in the Housing Element include:

- 1) housing needs resulting from overcrowding;
- 2) housing needs that result when households are paying more than they can afford for housing;
- 3) housing needs of "special needs groups" such as the elderly, large families, female heads of households, households with persons with disabilities (including persons with developmental disabilities), and the homeless;
- 4) housing needs resulting from population growth in the City and surrounding region

California housing element law requires that each city and county develop local housing programs designed to meet their “fair share” of housing needs for all income groups. The California Department of Housing and Community Development (HCD), Housing Policy Division develops the Regional Housing Needs Assessments (RHNA) for each region of the State, represented by councils of governments. The Southern California Association of Governments (SCAG) determines the housing allocation for each city and county within its six-county jurisdiction, which includes Los Angeles County. SCAG assigned El Monte a housing allocation of 8,502 units, as shown in Table 2-1, Regional Housing Needs Allocation 2021-2029. The RHNA covers the period of October 15, 2021 to October 15, 2029.



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**TABLE 2-1  
REGIONAL HOUSING NEEDS ALLOCATION 2021-2029**

Income Category	Number of Units
Very Low Income	1,797
Low Income	853
Moderate Income	1,233
Above Moderate Income	4,619
<b>Total Units</b>	<b>8,502</b>
Source: City of El Monte, <i>2021-2029 Housing Element</i> (September 2021)	

### **Residential Sites Inventory**

The Residential Sites Inventory summarizes the sites available in El Monte to accommodate the remaining RHNA through land recycling primarily through developments in the Downtown and Gateway Specific Plan areas, along major corridors, and other infill development opportunities. A parcel-specific list of potential sites for housing development is provided in Housing Element Appendix A.

#### Comparison of Sites Inventory and RHNA

As detailed in Housing Element Appendix A, identified properties have the combined capacity to accommodate at least 8,817 additional housing units on vacant and underutilized residential and mixed-use land (*Table 2-2, Comparison of Site Inventory and 2021-2029 RNHA*). These sites and the associated land use regulations can facilitate the production of 2,829 lower-income units, 1,233 moderate-income units, and 4,619 above-moderate-income units during the planning period, which exceeds the City's RHNA allocation for the 2021-2029 planning period. Public services and facilities are available to adequately serve all of the potential housing sites. Lateral water and sewer lines would be extended onto the properties from the adjoining public rights-of-way as development occurs. Any missing public improvement (e.g., curbs, gutters, sidewalks, etc.) along the property frontages would also be constructed at that time.



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**TABLE 2-2  
COMPARISON OF SITE INVENTORY AND 2021-2029 RHNA**

Area Name	Income Category			
	Lower	Moderate	Above Moderate	Total
Flair Park			475	475
Gateway	349		841	1,190
Downtown	687	592	498	1,777
Garvey Corridor	385	412	548	1,345
Five Points	401	333	366	1,100
Peck Corridor			668	668
Ramona Corridor	39		234	273
Durfee Corridor			473	473
Multi-Family Specific Sites (R- & C-Zones)	508		298	806
Religious Facilities	188	24	10	222
Single-Family			88	88
Accessory Dwelling Units (ADUs)	272	8	120	400
<b>Area Inventory Total</b>	<b>2,829</b>	<b>1,369</b>	<b>4,619</b>	<b>8,817</b>
<b>6<sup>TH</sup> CYCLE RHNA (2021-2029) ALLOCATION</b>	<b>2,650</b>	<b>1,233</b>	<b>4,619</b>	<b>8,502</b>
<b>Delta (Site Inventory Total Minus 6<sup>th</sup> Cycle RHNA)</b>	<b>179</b>	<b>136</b>	<b>0</b>	<b>315</b>
Source: City of El Monte, <i>2021-2029 Housing Element</i> (September 2021)				
Notes 1. Lower RHNA = Very Low (1,797) + Low (853) 2. Assumes 34 ADUs permitted per year 3. Includes 20% buffer above RHNA				

While providing sufficient quality housing in El Monte is an important goal, the production of housing must be balanced with other neighborhood goals. Important city goals, as expressed by the community and as set forth through the City of El Monte General Plan, include the provision of adequate parks and recreational amenities, quality architectural standards, protection of single-family neighborhoods from transition or incompatible uses, and exemplary traffic control and public safety. The neighborhood preservation goals previously cited define the best opportunities for new housing in the city.

Taken together, these areas with other housing strategies, including multi-family zoned sites, religious facilities, single-family sites, and accessory dwelling units (ADUs) will provide capacity for over 8,800 new housing units with a mix of ownership and rental projects. The City’s residential development capacity exceeds the RHNA obligation of 8,502 units for the 2021-2029 Housing Element planning period. The adequacy of these housing opportunity



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sites to accommodate the appropriate mix and affordability of housing is discussed in the Background Technical Report.

The 2021-2029 Housing Element identifies sites evaluated previously for potential environmental impacts in the *General Plan and Zoning Code Update EIR*. The 2021-2029 Housing Element Update identifies a range of tentatively reserved sites that could be developed to meet the City's 6<sup>th</sup> cycle RHNA throughout El Monte. Some of these sites may differ from those identified in the *City of El Monte General Plan* and could require land use changes in the future that would allow for increased density or other provisions.

*Government Code* Section 65583 (c)(1)(A) states that cities have up to three years from the time a Housing Element is adopted to rezone sites, including adoption of minimum density and development standards. The sites inventory (provided in Technical Background Report Appendix A) yields housing units that provide more than 100 percent of the RHNA requirements, as demonstrated in *Table 2-2*. Furthermore, each future development proposal would be subject to environmental analysis, as applicable, pursuant to *CEQA Guidelines* Section 15168(c) and as required by State law, to evaluate potential impacts specific to that proposal.

### Housing Element Assumptions

This document is based on the following assumptions:

1. **General Plan Consistency.** The 2021-2029 Housing Element is consistent with the adopted *City of El Monte General Plan*. As the General Plan is updated in the future, the City will ensure that the updated General Plan is consistent with the policies contained in the Housing Element.
2. **Purpose of Housing Element Environmental Review.** This Initial Study is not intended to and does not address the particular impacts of future housing projects on any site identified in the 2021-2029 Housing Element. The Initial Study is limited to the review of potential environmental impacts resulting from the adoption and implementation of the 2021-2029 Housing Element and is not intended to analyze impacts of current or future specific development activities.
3. **Project-Specific Environmental Review.** In the City of El Monte, all housing development proposals are subject to a CEQA review process.

### 2.4.2 PUBLIC HEALTH AND SAFETY ELEMENT UPDATE

The Public Health and Safety Element has been updated to address the risk of fire hazards and climate adaption and resiliency strategies in compliance with Senate Bill 379 (SB 379) and *Government Code* Section 65302 et seq.

Minor text revisions have been made throughout the Public Health and Safety Element.



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### NEW TEXT

Pages PHS-7 & PHS-8: Discussion of Climate Change.

Page PHS-43: Discussion of Hazard Mitigation.

Pages PHS-46 to PHS-50: Discussion of Climate Change Vulnerability and Adaption.

Pages PHS-51 to PHS-54: Goal 8, Objectives, Policies PHS 8.1 to PHS-8.10 (provided below), and Table PHS-2, Climate Change Vulnerability and Adaption Implementation Actions.

**Goal PHS-8**      **Effective adaptation to increase the community's resilience to climate change impacts.**

**Objective:**      **Conduct proactive hazard and emergency preparedness planning.**

Policy PHS-8.1 *Climate Change Impacts.* Coordinate with neighboring jurisdictions, county, regional, state, and federal agencies on climate adaptation, resource management, and risk reduction planning and activities. See also PHS-7.3.

Policy PHS-8.2 *Building Codes.* Ensure that the latest versions of the adopted Building and Fire Codes are adopted and enforced to build resiliency and minimize the potential for damage, personal injury, and loss from fire, wind, flood, and other hazards. See also PHS-1.1.

Policy PHS-8.3 *Increased Preparedness.* Promote preparedness for City staff, businesses and residents that empowers them to increase their resilience to hazard related events and a changing climate.

Policy PHS-8.4 *Extreme Heat.* Reduce the impacts of extreme heat on people and the electric grid through measures such as increasing urban tree planting, and implementing cool roofs and pavement materials.

- a. Evaluate landscaping and design regulations and guidelines for effect on providing shade for pedestrians.
- b. Consider updating the City's Tree Protection and Preservation Ordinance and determine if certain trees should be added.
- c. Provide information on the City website and public counter providing guidance and standards for proper tree pruning to preserve the structural integrity of trees, including the prohibition of tree-topping which weakens tree structures and increases their susceptibility to limb loss during high wind events.

**Objective:**      **Coordinate land use, climate, and public facilities planning.**

Policy PHS-8.5 *Best Available Data.* Incorporate best available data and understanding about the impacts of a changing climate into decision making.

Policy PHS-8.6 *Public Facilities Planning.* Incorporate resiliency measures and adaption strategies into capital improvement planning and other investment decisions.

- a. Locate, when feasible, essential public facilities outside of at-risk areas, or identify construction methods or other methods to minimize damage if these facilities are located in at-risk areas.



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- b. Pursue resiliency measures which may include but are not limited to green infrastructure that reduces flooding, adaptation of stormwater systems, and tree planting for increased shade.
- c. Analyze the vulnerability of transportation assets to climate change impacts.

Policy PHS-8.7 *Adaption Programs*. Design adaptation initiatives and programs to provide multiple co-benefits, including the reduction of greenhouse gas emissions, support for the local economy, enhancements to the natural environment, or alleviating underlying health inequities.

**Objective:** *Effective communications and outreach.*

Policy PHS-8.8 *Community Engagement*. Commit to ongoing community engagement and dialogue to help identify or refine local information on the needs of vulnerable populations and assets as conditions change.

Policy PHS-8.9 *Build Partnerships*. Build partnerships with public, private and nonprofit sectors to provide services to residents as needed, and foster community connections.

Policy PHS-8.10 *Social Networks*. Collaborate with others to increase social networks and website updates to distribute information on climate change and other threats to vulnerable populations. Include information on actions people can take to reduce exposure and increase resiliency.

### REVISED TEXT

Text deletions are shown in ~~strikeout~~ and text additions are shown in underline.

Page PHS-13: Revision of Goal PHS-1

Goal PHS-1 ~~Adequate protection of public health and safety, infrastructure, and City facilities and services from earthquakes, from geologic and seismic hazards.~~ Adequate protection from seismic and geologic hazards, to ensure public health and safety, infrastructure, and City facilities and services are maintained.

Page PHS-17: Text revisions to the two paragraphs regarding Flood Protection.

Page PHS-26: Revision of Policy PHS-3.6

PHS-3.6 **Health Risk Assessment**. Require that projects for new industries or expansion of industries that produce air pollutants conduct a health risk assessment and establish appropriate mitigation prior to the approval of new construction, rehabilitation, or expansion permits. In addition, require larger residential projects adjacent to the freeway or railroad conduct health risk assessment to confirm appropriate mitigation is in place.

Pages PHS-28 to PHS-30: Revised text under the Transportation Safety heading for Railroad Safety, Street and Pedestrian Safety, and Airport Safety.



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Pages PHS-39 to PHS-42: Revised text under the Disaster Preparedness, Response, and Recovery heading for Intergovernmental Coordination, Critical and Essential Facilities and Lifelines, Community Partners, and Emergency Planning and Preparedness.

Page PHS-44: Revision of Policy PHS-7.5

PHS-7.5 **Disaster Plans.** Ensure that City emergency preparedness plans are updated regularly with accurate information on natural and man-made hazards, including climate change, and coordinated plans for response.

- a. Develop an emergency shelter plan that includes addressing the need for cooling centers during extreme heat events.
- b. Educate residents on how to protect themselves from poor air quality during wildfire events affecting the region.
- c. Coordinate with emergency management service providers to establish backup power and water resources for communications systems, emergency shelters and key facilities in case of power outages.

Page PHS-59: Revise goal number from Goal 8 to Goal 9, and policy numbers from PHS-8.1 – PHS-8.6 to PHS-9.1-PHS-9.6.

Page PHS-59: Minor text edit to Policy PHS-9.2.

Page PHS-59: Revision of Policy PHS-9.6.

PHS-9.6 **Roadway Noise.** Work with Caltrans to install improvements along the ~~Interstate 10 I-10~~ and ~~State Route 605 I-605~~ freeways to reduce or mitigate the noise impacts from freeways.

### 2.4.3 UPDATES TO OTHER GENERAL PLAN ELEMENTS

Several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element:

- Chapter 2: Community Design Element
- Chapter 3: Land Use Element
- Chapter 7: Economic Development Element

The updates will primarily focus on the following areas within the City, and as summarized in Table 2-3:

- Downtown El Monte – Includes the Main Street and Gateway areas.
- Flair Park – Work-Live housing will be added to this area as identified in the 2021-2029 Housing Element.
- Commercial Corridors – Includes all commercial corridors, but most importantly, the Garvey Corridor and 5-Points area.



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- Auto District – The current General Plan outlines the 5-Points area as part of an expanded Auto District. The Auto District expansion will be removed; instead urban housing will be added to the 5-Points area as identified in the 2021-2029 Housing Element.

**TABLE 2-3  
OVERVIEW OF PROPOSED UPDATES TO  
COMMUNITY DESIGN, LAND USE, AND ECONOMIC DEVELOPMENT ELEMENTS**

CURRENT GENERAL PLAN ELEMENT DISCUSSION	PROPOSED UPDATES
<b>CHAPTER 2: COMMUNITY DESIGN ELEMENT</b>	
<b>Downtown</b>	
<ul style="list-style-type: none"> <li>▪ Discusses the need to establish a Specific Plan for the downtown area. Identifies residential density up to 25 units per acre.</li> <li>▪ Architectural policies focus on mixed-use developments with residential uses.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Downtown Main Street Transit-Oriented Specific Plan was adopted in 2017 and provides a framework to construct up to 2,200 residential units. It also includes residential densities up to 80 units per acres.</li> <li>▪ Urban housing is added to architectural policies.</li> </ul>
<b>Flair Park</b>	
<ul style="list-style-type: none"> <li>▪ The vision for Flair Park calls for it to be a center for finance and professional office, with an emphasis on trade with the Pacific Rim. Housing is not included in the vision.</li> <li>▪ Architectural styles focus on contemporary/ modern designs.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Refines the vision. While financial and professional office may remain the focus of properties adjacent to Interstate 10, other uses away from the freeway may include research/ development, creative/ incubator space, educational facilities and work-live housing.</li> <li>▪ Architecture will continue to focus on contemporary/ modern. Design principles are added for research/ development, creative/ incubator space and work-live housing.</li> </ul>
<b>Community Retail Centers</b>	
<ul style="list-style-type: none"> <li>▪ The vision includes Regional/ Community Retail, Neighborhood Retail and Multiuse Centers. Identified corridors for Multiuse Centers include Garvey Avenue, Durfee Avenue and Peck Road, with residential densities ranging from 25 to 35 units per acre.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Refines the vision. Regional/Community Retail and Neighborhood Retail will remain unchanged. Multiuse Centers will also remain unchanged for the Durfee Avenue and Peck Road corridors. However, Garvey Avenue (along with the 5-Points area) will be transformed into an Urban Corridor with residential densities up to 50 units per acre.</li> <li>▪ Design principles will be added for urban housing.</li> </ul>
<b>CHAPTER 3: LAND USE ELEMENT</b>	
<b>Redevelopment</b>	
<ul style="list-style-type: none"> <li>▪ Discusses the role of the City's Redevelopment Agency in revitalizing areas.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Since redevelopment agencies were dissolved in California in 2012, such references in the Land Use Element were removed. This was also done in the Economic Development Element.</li> </ul>
<b>El Monte Airport</b>	
<ul style="list-style-type: none"> <li>▪ The Land Use Element has a section devoted to the airport.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The airport's name was changed to the San Gabriel Valley Airport in 2014. In addition, the names and adoption dates for several Los Angeles County documents were updated. This was also updated in the Economic Development Element. However, no content was changed.</li> </ul>
<b>Land Use Designations</b>	
<ul style="list-style-type: none"> <li>▪ Residential land use designations.</li> <li>▪ Commercial, Industrial (Industrial/Business Park) and Downtown Core land use designations.</li> </ul>	<ul style="list-style-type: none"> <li>▪ No content changes to Residential designations.</li> <li>▪ No content changes to Commercial or Industrial (Industrial/Business Park) designations. However, the Downtown Core designation was updated to include the adoption of the Specific Plan and the new maximum density permitted.</li> </ul>



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CURRENT GENERAL PLAN ELEMENT DISCUSSION	PROPOSED UPDATES
<ul style="list-style-type: none"> <li>Mixed-use and Professional Office land use designations. The Mixed-use designation is for the Garvey Avenue, Durfee Avenue and Peck Road Corridors. The Mixed-use designation identifies residential densities ranging from 25 to 35 units per acre. The Office Park designation is for Flair Park and does not include any housing uses.</li> </ul>	<ul style="list-style-type: none"> <li>The Mixed-use and Professional Office land use designations were replaced with three (3) new Multiuse designations. This includes the Mixed/Multiuse (for Durfee Avenue and Peck Road), Urban/Multiuse (for Garvey Avenue and 5-Points) and Office/Multiuse (for Flair Park) designation. Each will include housing at different intensity levels.</li> </ul>
<b>General Plan Buildout Estimates</b>	
<ul style="list-style-type: none"> <li>The table includes projections for residential units, non-residential square footage and number of jobs. The projections are distributed among the different land use designations.</li> <li>The buildout shows 33,802 housing units and a population of 149,716. In addition, it shows 34,397,496 square feet of nonresidential space and 58,807 jobs. The City has enough capacity to accommodate its Regional Housing Needs Assessment (RHNA) allocation.</li> </ul>	<ul style="list-style-type: none"> <li>The table includes updated acreage for land use designations that will remain. In addition, it adds the three (3) new designations noted above. It also redistributes some of the projected number of residential units to be consistent with the Housing Element update. The final buildout remains unchanged.</li> </ul>
<b>General Plan Land Use Plan (Map)</b>	
<ul style="list-style-type: none"> <li>It shows the Mixed-use land use designation, which includes the Garvey Avenue, Durfee Avenue and Peck Road corridors.</li> </ul>	<ul style="list-style-type: none"> <li>It shows the Garvey Avenue and 5-Points area as Urban/Multiuse (245 acres).</li> </ul>
<ul style="list-style-type: none"> <li>It shows the Professional Office land use designation, which includes all of Flair Park.</li> </ul>	<ul style="list-style-type: none"> <li>It shows the Flair Park area as Office/Multiuse (181 acres).</li> </ul>
<b>Auto District</b>	
<ul style="list-style-type: none"> <li>The Auto District is mainly located where Peck Road, Valley Boulevard and Interstate 10 intersect. The vision includes expanding the District to the east to include the 5-Points area.</li> </ul>	<ul style="list-style-type: none"> <li>Over the past decade, several of the City's dealerships have closed, making expanding the District to the east unlikely. The update removes the expansion. Instead, the 5-Points area will be transformed into an urban corridor with residential densities up to 50 units per acre.</li> </ul>
<b>CHAPTER 7: ECONOMIC DEVELOPMENT ELEMENT</b>	
<b>Focus Areas</b>	
<ul style="list-style-type: none"> <li>Downtown El Monte, El Monte Gateway, Flair Park, Major Corridors (Garvey and 5-Points) and Flair Park. All include outdated information as outlined in the previous bullets.</li> </ul>	<ul style="list-style-type: none"> <li>All focus areas are updated to include the information as outlined in the previous bullets.</li> </ul>
<b>Marketing</b>	
<ul style="list-style-type: none"> <li>Many of the methods proposed are dated.</li> </ul>	<ul style="list-style-type: none"> <li>Fully updates methods to include social media. Also updates list of successful events held in the City.</li> </ul>

In addition, three General Plan figures and maps will be revised to reflect the proposed updates noted above:

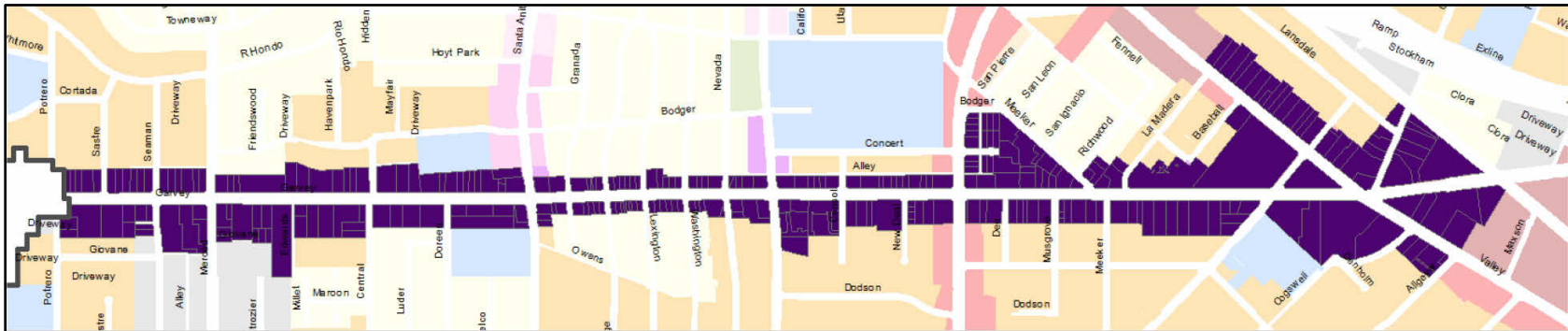
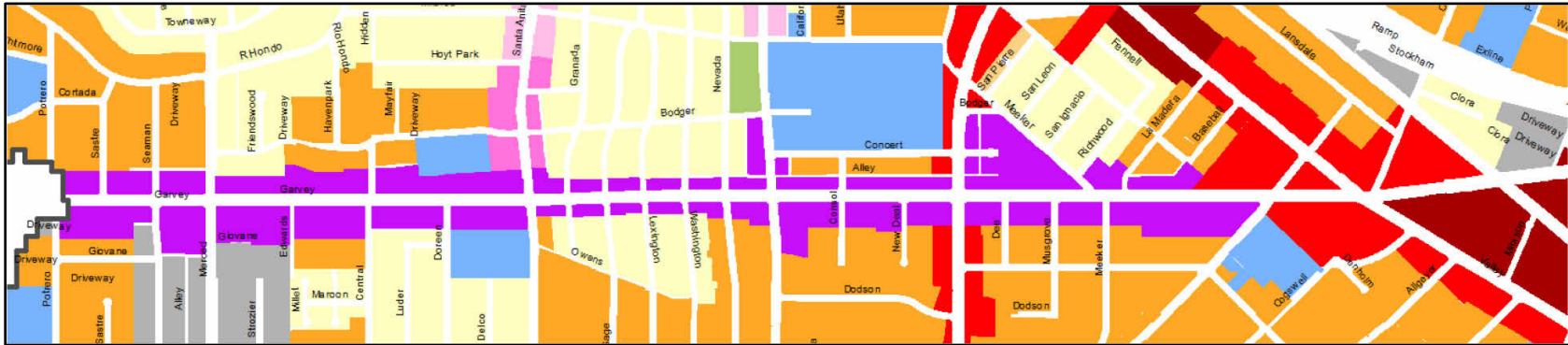
- Revised Garvey Corridor and 5-Points General Plan Land Use Designation
- Revised Flair Park General Plan Designation
- Figure H-1, El Monte Neighborhoods
- Figure LU-2, Strategic Areas
- Page LU-35, Auto District locations will be modified on aerial photograph map

The revised figures and maps are provided on the following pages.



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**Revised Garvey Corridor and 5-Points General Plan Land Use Designation**



**Existing Land Use Designations:**

- MMU – Mixed/Multiuse
- RC – Regional Commercial
- GC – General Commercial

- MDR – Medium Density Residential
- LDR – Low Density Residential
- PF – Public Facilities

**Proposed Land Use Designation:**

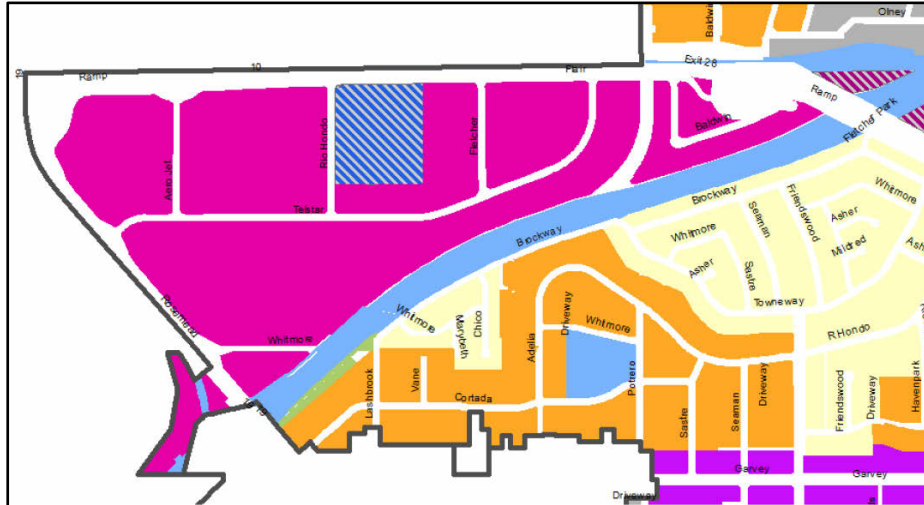
- U/MU – Urban/Multiuse

Source: City of El Monte (December 2021)



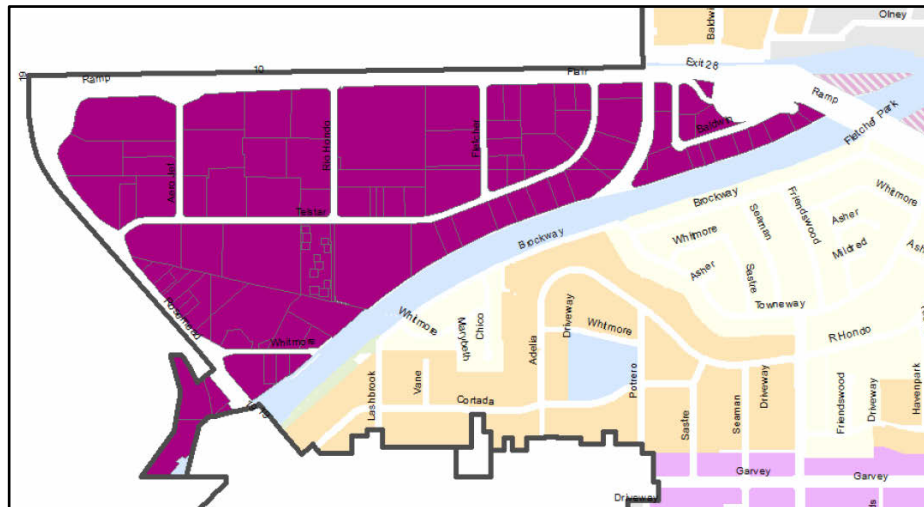
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### Revised Flair Park General Plan Land Use Designation



**Existing Land Use Designations:**

- OP – Professional Office
- SP – Flair Park Specific Plan
- MDR – Medium Density Residential
- LDR – Low Density Residential



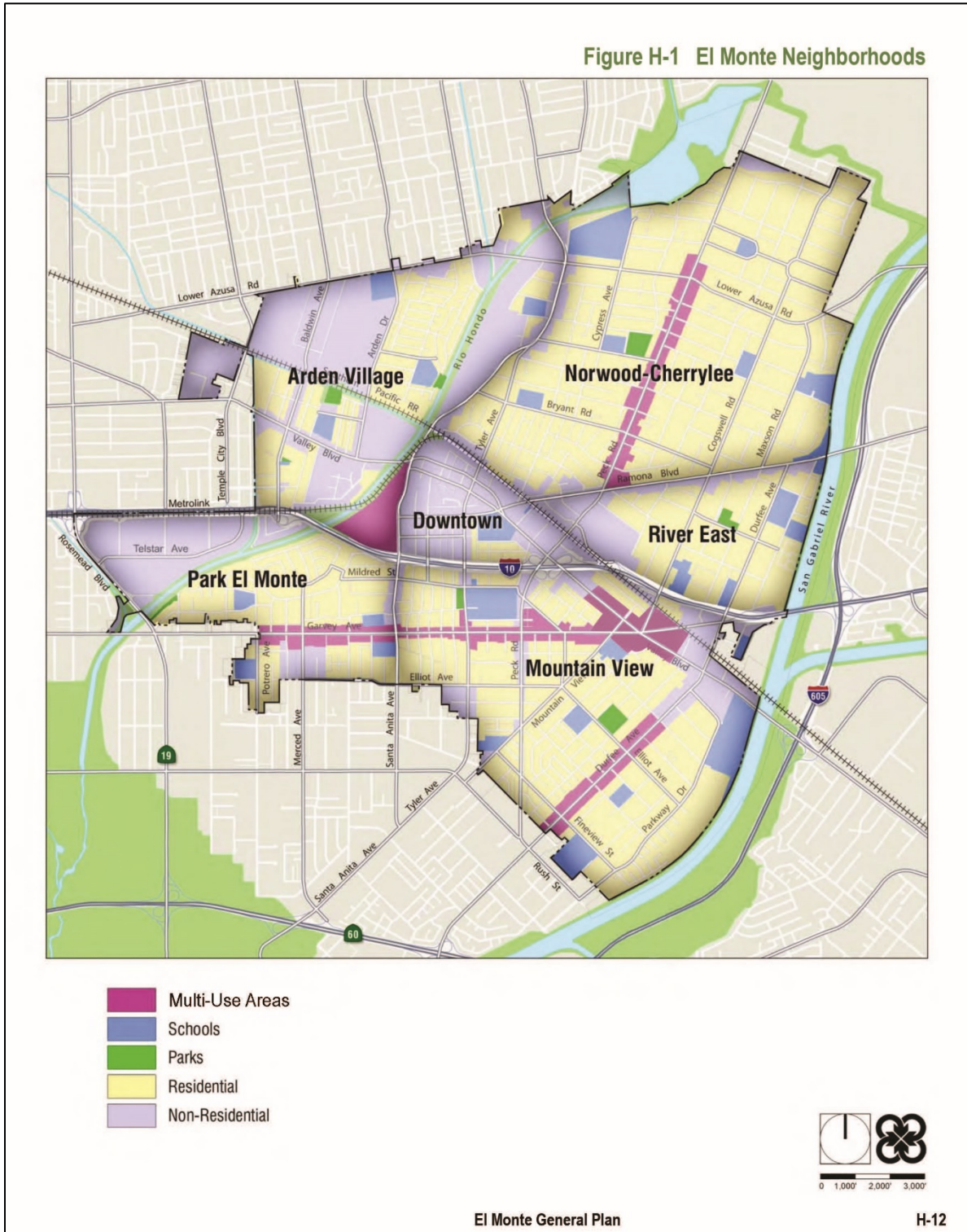
**Proposed Land Use Designation:**

- O/MU – Office/Multiuse

Source: City of El Monte (December 2021)



Revised Figure H-1, El Monte Neighborhoods

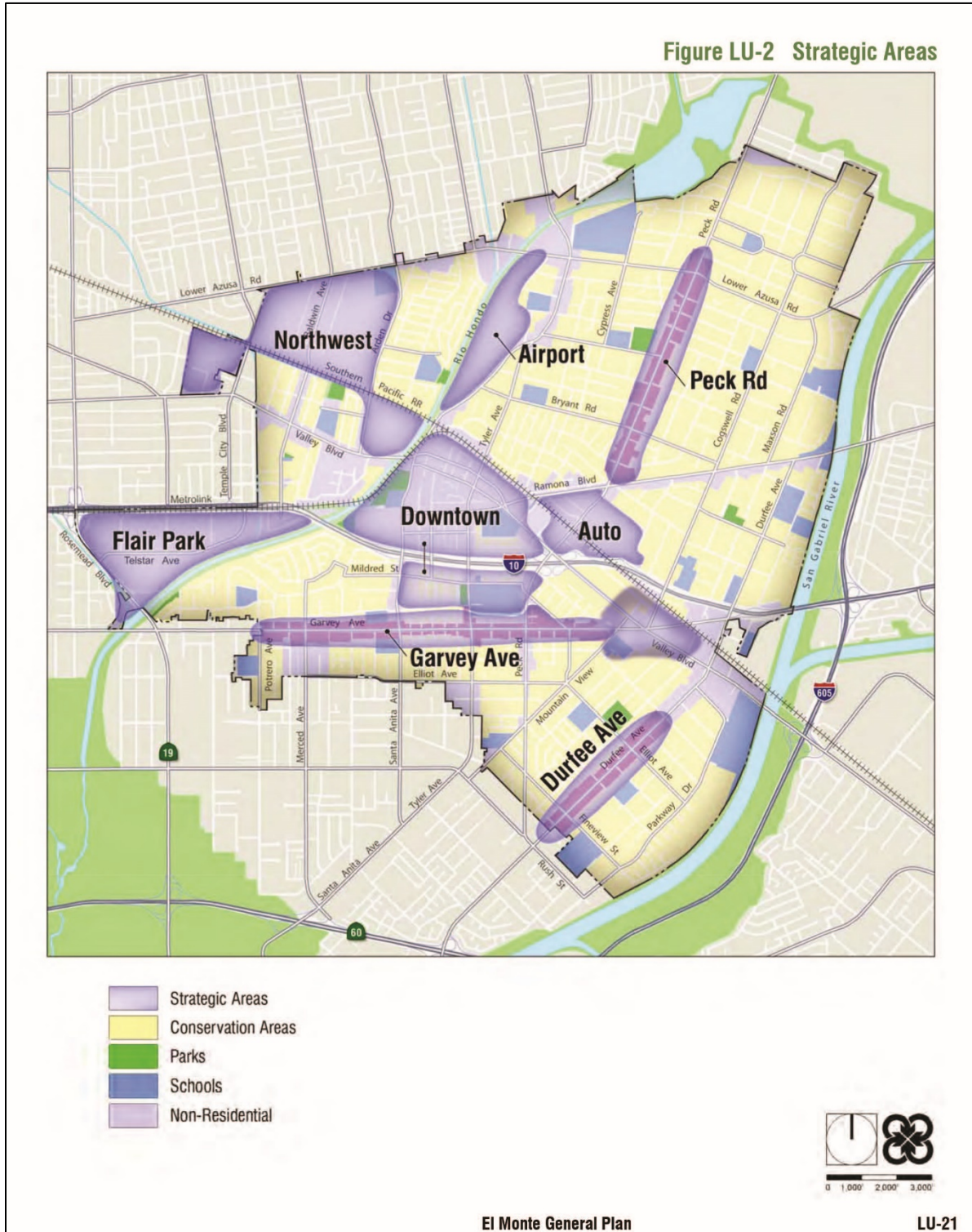


Source: City of El Monte (December 2021)



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**Revised Figure LU-2, Strategic Areas**



Source: City of El Monte (December 2021)



## Revised Auto District Map on Page LU-35

### AUTO DISTRICT

The City of El Monte is perhaps best known for its Auto District. The District, generally located along Peck Road and Valley Boulevard, is anchored by Longo Toyota, the nation's largest dealership; long-standing fixtures such as El Monte RV, and nearly a dozen other auto dealers. The auto industry is not only a major employer, but also an economic engine for the City, producing significant revenues for City services.

El Monte has the opportunity to capitalize and build on one of the most successful auto districts in the San Gabriel Valley. The district's location, synergy of existing dealerships, supporting auto-related uses, large tracts of underutilized and vacant land along Valley and Garvey, and access to I-605 present the opportunity to expand and strengthen the district.



The vision for the El Monte Auto District is that it will become the premier location to buy a car, serving as San Gabriel Valley's primary automobile, truck, and recreational vehicle sales and service destination, providing a year-round auto show environment and wide range of automobile choices—all within an environment that is modern, attractive, equipped with customer amenities and attractions, well maintained, and convenient.

#### *Auto District Objective*

*The El Monte Auto District is the premier location to buy a car. The district functions as the San Gabriel Valley's primary automobile sales and service destination, providing a year-round auto show environment and wide range of choices—all within an environment which is modern, attractive, well maintained, and convenient.*



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## **2.5 PERMITS AND APPROVALS**

The City of El Monte is the Applicant. The project requires the following City of El Monte legislative/discretionary approvals:

- General Plan Amendment No. 01-21 (GPA 01-21) – Comprehensive update to the General Plan Housing Element (2021-2029 Housing Element)
- General Plan Amendment No. 02-21 (GPA 02-21) – Comprehensive update to the General Plan Public Health and Safety Element
- General Plan Amendment No. 03-21 (GPA 03-21) – Miscellaneous updates to the General Plan Community Design Element, Land Use Element, Circulation Element, and Economic Development Element



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### 3.0 SUPPLEMENTAL ENVIRONMENTAL CHECKLIST FORM

FOR USE WHEN THE CITY IS REVIEWING SUBSEQUENT DISCRETIONARY ACTIONS PURSUANT TO A PREVIOUSLY APPROVED OR CERTIFIED ENVIRONMENTAL DOCUMENT.

<b>1.</b>	<b>Project Title:</b> 2021-2029 Housing Element, Public Health and Safety Element Update, and Updates to Other General Plan Elements
<b>2.</b>	<b>Lead Agency Name and Address:</b> City of El Monte 11333 Valley Boulevard El Monte, CA 91731
<b>3.</b>	<b>Contact Person and Phone Number:</b> Mr. Tony Bu, Senior Planner P: 626.580.2152 E: <a href="mailto:tbu@elmonteca.gov">tbu@elmonteca.gov</a>
<b>4.</b>	<b>Project Location:</b> Located approximately 13 miles east of downtown Los Angeles in the San Gabriel Valley, the City encompasses approximately 9.65 square-miles. The project applies to all properties within the municipal boundaries of the City of El Monte.
<b>5.</b>	<b>Project Sponsor's Name and Address:</b> City of El Monte 11333 Valley Boulevard, El Monte, CA 91731
<b>6.</b>	<b>General Plan Designation:</b> Not Applicable (Citywide)
<b>7.</b>	<b>Zoning:</b> Not Applicable (Citywide)
<b>8.</b>	<p><b>Previous Environmental Document: Please describe the previously adopted ND or MND or the previously certified EIR (include the date the document was adopted or certified, the date the project was approved by the City, the date the NOD was filed with the County, and a summary of potentially significant effects identified in the CEQA document).</b></p> <p><i>The City of El Monte General Plan and Zoning Code Update Environmental Impact Report</i> concluded the following significant and unavoidable impacts:</p> <ul style="list-style-type: none"> <li>▪ Air Quality – Impacts 5.2-1, 5.2-2, 5.2-3, and 5.2-5</li> <li>▪ Noise – Impacts 5.9-2, 5.9-3, 5.9-5</li> <li>▪ Transportation/Traffic – Impact 5.13-1</li> </ul> <p>The EIR concluded all other impacts were less than significant. The City Council certified <i>The City of El Monte General Plan and Zoning Code Update Environmental Impact Report</i> on June 7, 2011, as well as adopted a Statement of Overriding Considerations for significant, unavoidable impacts, and adopted a Mitigation Monitoring and Reporting Program. The NOD was filed with the County Clerk and State Clearinghouse in June 2011.</p>



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<b>9. Description of the Project:</b> Refer to <u>Section 2.4, Project Characteristics</u> .
<b>10. Surrounding Land Uses and Setting:</b> Refer to <u>Section 2.2.2, Surrounding Land Uses</u> .
<b>11. Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).</b> Refer to <u>Section 2.5, Permits and Approvals</u> .
<b>12. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality</b> The City has complied with Tribal Cultural Resources consultation requirements under CEQA and AB 52 (Gatto, 2014). Formal notification was sent to 11 tribes. The City received no requests for consultation.



## **4.0 ENVIRONMENTAL ANALYSIS**

### **EVALUATION OF ENVIRONMENTAL IMPACTS**

In accordance with *CEQA, Public Resources Code* Sections 21000-21178.1, this Modified Initial Study has been prepared to analyze whether any new or more significant environmental impacts could occur from implementation of the proposed project. The purpose of this Initial Study is to inform the decision makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project. This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include those cited in Section 3.2.

The 2021-2029 Housing Element and Public Health and Safety Element Update are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.

Future development proposals would be required to comply with all applicable regulations and development standards, along with project-specific conditions and mitigation measures to reduce potential impacts required as part of the development review and environmental impact processes.

- 1) A finding of “No New Impact/No Impact” means that the potential impact was fully analyzed and/or mitigated in the prior CEQA document and no new or different impacts will result from the proposed activity. A brief explanation is required for all answers except “No New Impact/No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No New Impact/No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No New Impact/No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) A finding of “New Mitigation is Required” means that the project may have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document and that new mitigation is required to address the impact.
- 3) A finding of “New Potentially Significant Impact” means that the project may have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document that cannot be mitigated to below a level of significance or be avoided.
- 4) A finding of “Reduced Impact” means that a previously infeasible mitigation measure is now available, or a previously infeasible alternative is now available that will reduce a significant impact identified in the previously prepared environmental document.
- 5) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.



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- 6) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analyses Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis. Describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the proposed action.
  - c) Infeasible Mitigation Measures. Since the previous EIR was certified or previous ND or MND was adopted, discuss any mitigation measures or alternatives previously found not to be feasible that would in fact be feasible or that are considerably different from those previously analyzed and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives.
  - d) Changes in Circumstances. Since the previous EIR was certified or previous ND or MND was adopted, discuss any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause a change in conclusion regarding one or more effects discussed in the original document.
- 7) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 8) Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 9) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 10) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question;
  - b) differences between the proposed activity and the previously approved project described in the approved ND or MND or certified EIR; and
  - c) the previously approved mitigation measure identified, if any, to reduce the impact to less than significance.



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**NEW SIGNIFICANT ENVIRONMENTAL EFFECTS OR SUBSTANTIALLY MORE SEVERE SIGNIFICANT ENVIRONMENTAL EFFECTS COMPARED TO THOSE IDENTIFIED IN THE PREVIOUS CEQA DOCUMENT**

The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion in [Section 4.1](#) through [Section 4.20](#).

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



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## 4.1 AESTHETICS

Would the project, except as provided in Public Resources Code Section 21099:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
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). 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?			✓	
Note: Certain projects within a transit priority area need not evaluate aesthetics ( <i>Public Resources Code</i> Section 21099).				

## PRIOR ENVIRONMENTAL FINDINGS

### General Plan and Zoning Code Update EIR

#### *Scenic Vistas*

The *General Plan and Zoning Code Update Environmental Impact Report (GPZCU EIR)* noted that the most prominent scenic vistas within the City of El Monte are views of the San Gabriel Mountains from various locations throughout the City and determined that impacts could occur as a result of constructing structures substantially higher than existing structures on vacant land. However, the *GPZCU EIR* also found that new buildings in the areas identified for additional development by the General Plan and Zoning Code Update (GPZCU) would be restricted to a maximum building height of 40 feet, which would preclude significant impacts to scenic vistas. The *GPZCU EIR* determined that because El Monte is built out, implementation of the GPZCU would not involve development of substantial areas of vacant land.

The *GPZCU EIR* concluded less than significant impacts to a scenic vista with implementation of regulatory requirements and standard conditions of approval.

#### *Scenic Resources*

The Initial Study for the *GPZCU EIR* indicated that the nearest Eligible State Scenic Highway to the City is Interstate 210, approximately 7.5 miles northwest of the City of El Monte, and that the nearest Officially Designated State Scenic Highway is State Route 2, approximately 12 miles northwest of the City of El Monte. The Initial Study concluded that due to the distance between the City of El Monte and any scenic highways, the GPZCU would have



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no impact on scenic resources within a state scenic highway. As a result, this issue was not evaluated in the *GPZCU EIR*.

The *GPZCU EIR* concluded no impacts with respect to scenic resources, including trees, rock outcroppings, and historic resources within a State Scenic Highway.

### **Visual Character**

The *GPZCU EIR* determined that implementation of the GPZCU would only have the potential to affect the visual quality and character of Downtown El Monte and commercial and industrial districts such as Flair Park and the Northwest Industrial District.

The *GPZCU EIR* concluded that with implementation of regulatory requirements and standard conditions of approval, impacts to visual character and quality would be less than significant.

### **Light and Glare**

The *GPZCU EIR* determined that buildout in accordance with the GPZCU Land Use Plan would generate new sources of light and glare that could affect day or nighttime views in the City. However, the *GPZCU EIR* noted that the *Municipal Code* contains standards addressing the reduction of glare related to sign policies and screening and buffering of commercial corridors and industrial areas, public spaces, and lighting in residential areas. Additionally, the *GPZCU EIR* noted that the GPZCU contains several policies that would reduce adverse impacts from light and glare in new development and redevelopment. Additionally, the *GPZCU EIR* indicated that policies in the Community Design Element encourage the minimization or elimination of light pollution and light trespass.

The *GPZCU EIR* concluded that adherence to the *Municipal Code* and policies of the GPZCU would ensure that light and glare from new and existing development would be minimized and that impacts would be less than significant.

## **IMPACT ANALYSIS**

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City's share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaptation and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.



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**A. WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?**

The City of El Monte is a largely built out community with a mix of residential, commercial, and industrial uses. The most prominent scenic vistas within the City of El Monte are views of the San Gabriel Mountains from various locations throughout the City.

The proposed project does not involve construction on any particular site in the City. Future development proposals would be required to comply with all applicable regulations and development standards, along with project-specific conditions and mitigation measures to reduce potential impacts required as part of the development review and environmental impact processes. This can include, but is not limited to, *El Monte Municipal Code* requirements; and *El Monte General Plan* goals, policies, and implementation programs, including those identified in the proposed project.

Adoption and implementation of the proposed project would not substantially alter the visual character of the City, nor would it have adverse impacts relative to the scenic vistas of the San Gabriel Mountains. Thus, impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**B. WOULD THE PROJECT SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY?**

No scenic vistas, trees, rock outcroppings, or state scenic highways occur within the City of El Monte. The proposed applies to the entire City, and the 2021-2029 Housing Element only identifies sites where new housing may be developed consistent with adopted land use policy. The proposed project does not involve construction at any particular site in the City. Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**C. IN NONURBANIZED AREAS, WOULD THE PROJECT 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). IN AN URBANIZED AREA, WOULD THE PROJECT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY?**

The City of El Monte is considered an urbanized area. The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Therefore, it is not possible at this time to conduct an assessment of potential site-specific visual impacts relative to future development proposals.



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However, future development proposals would be required to comply with all applicable regulations and development standards, along with project-specific conditions and mitigation measures to reduce potential impacts required as part of the development review and environmental impact processes. This can include, but is not limited to, *El Monte Municipal Code* requirements; and *El Monte General Plan* goals, policies, and implementation programs, including those identified in the proposed project. Thus, adoption and implementation of the proposed project ensures visual character and scenic quality impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**D. WOULD THE PROJECT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?**

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals, nor does it address new lighting sources. As such, it is not possible at this time to conduct an assessment of potential site-specific light and glare impacts relative to future development proposals. Generally, potential glare and lighting glare impacts can be mitigated through use of non-reflective building materials and lighting that is shielded downward.

Future development proposals would be required to comply with all applicable regulations and development standards, along with project-specific conditions and mitigation measures to reduce potential impacts required as part of the development review and environmental impact processes. This can include, but is not limited to, *El Monte Municipal Code* requirements; and *El Monte General Plan* goals, policies, and implementation programs, including those identified in the proposed project. The case-by-case review of future development proposals ensures that light and glare impacts are addressed through minimization and/or mitigation. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
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?			✓	

### PRIOR ENVIRONMENTAL FINDINGS

#### General Plan and Zoning Code Update EIR

##### *Agriculture Resources*

Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). The Initial Study for the *GPZCU EIR* determined that implementation of the GPZCU would not result in any impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). As a result, impacts to farmland were not further analyzed in the *GPZCU EIR*.

The *GPZCU EIR* concluded no impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland).



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Zoning for Agricultural Use or Williamson Act Contract. The Initial Study for the *GPZCU EIR* determined that implementation of the GPZCU would not result in any conflicts with existing zoning for agricultural use or a Williamson Act contract. As a result, impacts due to zoning or Williamson Act contract conflicts were not further analyzed in the *GPZCU EIR*.

The *GPZCU EIR* concluded no impacts to conflicts with zoning for agricultural use or a Williamson Act contract.

Farmland Conversion to Non-Agricultural Use. The Initial Study for the *GPZCU EIR* determined that implementation of the GPZCU would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to a non-agricultural use. As a result, impacts to farmland were not further analyzed in the *GPZCU EIR*.

The *GPZCU EIR* concluded no impacts relative to conversion of farmland to a non-agricultural use.

### **Forestry Resources**

Thresholds relative to Forestry Resources were added to the *CEQA Guidelines* Appendix G after the *GPZCU EIR* was certified in 2011, and thus the *GPZCU EIR* did not evaluate the following thresholds.

Rezoning of Forest Land or Timberland or Loss/Conversion of Forest Land to Non-Forest Uses. The *GPZCU EIR* did not evaluate impacts due to conflicts with zoning for forest lands or timberland zoned Timberland Production or impacts due to the loss of forest land or the conversion of forest land to non-forest use. However, the *GPZCU EIR* contained enough information that with the exercise of reasonable diligence, information about the GPZCU's potential effects on such forest lands was readily available to the public.

The *GPZCU EIR* did not identify any impacts due to a conflict with zoning for forest land or timberland zoned Timberland Production, nor were any impacts identified associated with the loss of forest land or conversion of forest land to non-forest uses.

## **IMPACT ANALYSIS**

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City's share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaptation and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.



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**A. WOULD THE PROJECT 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?**

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. No properties in El Monte are designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**B. WOULD THE PROJECT CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?**

The City and surrounding area are developed and urbanized. No agricultural land exists or is zoned for agricultural use within the City, and no property within the City is under a Williamson contract. The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Therefore, the proposed project would not affect any land zoned for agricultural uses and would not conflict with a Williamson Act Contract. Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**C. WOULD THE PROJECT CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 12220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?**

There is no zoning designation for forest land in the City of El Monte, and no areas within the City are classified as forest or timberland as defined by *Public Resources Code* Section 4526. Forestry operations do not occur within the City. Also, no property within the City supports trees capable of 10 percent native tree cover of any species, including hardwoods, under natural conditions, or that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Therefore, the proposed project would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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**D. WOULD THE PROJECT RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?**

Refer to Response 4.2.C.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**E. WOULD THE PROJECT INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT, WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?**

The City contains no forest land, nor is any property within the City zoned for agriculture. The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Therefore, the proposed project would not result in changes to the environment that lead to the conversion of farmland to a non-agricultural use or forest land to a non-forest use. Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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### 4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
Would the project:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
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?			✓	

### PRIOR ENVIRONMENTAL FINDINGS

#### General Plan and Zoning Code Update EIR

##### *Applicable Air Quality Plan*

The *GPZCU EIR* determined that the *GPZCU* would not be consistent with the South Coast Air Quality Management District’s (SCAQMD’s) *Air Quality Management Plan (AQMP)* because air pollutant emissions associated with buildout of the City of El Monte were found to cumulatively contribute to the nonattainment designations in the South Coast Air Basin (SCAB). Furthermore, the *GPZCU EIR* indicated that buildout of the *GPZCU Land Use Plan* would exceed current estimates of population, employment, and Vehicle Miles Traveled (VMT) for El Monte and, therefore, these emissions were not included in the current regional emissions inventory for the SCAB.

The *GPZCU EIR* concluded that the *GPZCU* would be inconsistent with the *AQMP*, resulting in a significant and unavoidable impact for which mitigation was not available.

##### *Air Quality Standards*

The *GPZCU EIR* made the following findings with respect to violation of an air quality standard, contribution to an existing or projected air quality violation, and a cumulatively-considerable net increase of criteria pollutants.

Construction-Related Impacts. The *GPZCU EIR* determined that construction activities associated with buildout of the *GPZCU* would generate short-term emissions that exceed SCAQMD’s regional significance thresholds for Volatile Organic Compounds (VOCs), Carbon Monoxide (CO), nitrogen oxide (NOx), inhalable particles with diameters that are generally 10 micrometers and smaller (PM<sub>10</sub>), and inhalable particles with diameters that are generally 2.5 micrometers and smaller (PM<sub>2.5</sub>); cumulatively contribute to the SCAB’s nonattainment designations



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for Ozone (O<sub>3</sub>), NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>; and potentially elevate concentrations of air pollutants at sensitive receptors.

The *GPZCU EIR* concluded that with the implementation of mitigation, construction-related emissions impacts would be lessened, but impacts associated with the GPZCU would remain significant and unavoidable.

Operational-Related Impacts. The *GPZCU EIR* determined that operational activities associated with buildout of the GPZCU would generate long-term operational phase emissions that exceed the SCAQMD's thresholds for VOCs, CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

The *GPZCU EIR* concluded that no mitigation was available to reduce operational-related emissions, thus, impacts associated with the GPZCU would remain significant and unavoidable.

### ***Sensitive Receptors***

The *GPZCU EIR* determined that sensitive receptors in the area would not be significantly adversely affected by CO emissions generated at buildout of the GPZCU, and determined that localized air quality impacts related to mobile-source CO "hot spots" would be less than significant. The *GPZCU EIR* also evaluated the GPZCU's potential to expose sensitive receptors to substantial pollutant concentration associated with diesel particulate matter (PM) from trucks, and benzene and 1,3 butadiene from passenger vehicles. The *GPZCU EIR* also determined that the buildout of the GPZCU has the potential to expose sensitive receptors to substantial concentrations of air pollutant emissions if constructed within 500 feet of freeways and other high-volume roadways (i.e., roads that carry more than 100,000 vehicles per day in urban areas). The *GPZCU EIR* also noted that placement of sensitive receptors within close proximity to other localized air quality emission sources, such as distribution centers and rail yards, could expose sensitive receptors to significant concentrations of air pollutants. The *GPZCU EIR* determined that outdoor areas within 500 feet of the freeway or within 1,000 feet of distribution centers with 100 trucks per day (or more than 300 hours per week of transport refrigeration unit operation) would be exposed to elevated levels of diesel particulates that would be unmitigated. The *GPZCU EIR* concluded that placement of sensitive uses near major pollutant sources would result in significant air quality impacts from the exposure of persons to substantial pollutant concentrations.

The *GPZCU EIR* concluded that with the implementation of regulatory requirements and standard conditions of approval, impacts to sensitive receptors would be less than significant with mitigation incorporated.

### ***Odors***

The *GPZCU EIR* found that construction activity associated with the GPZCU would require the operation of equipment that may generate exhaust from either gasoline or diesel fuel, and that construction and development also would require the application of paints and the paving of roads, which could generate odors from materials such as paints and asphalt. As these odors are short-term in nature and quickly disperse into the atmosphere, the *GPZCU EIR* concluded that impacts would be less than significant.

With respect to operational-related emissions, the *GPZCU EIR* found that future residential and commercial development would involve minor odor-generating activities, such as backyard barbeque smoke, lawn mower exhaust, application of exterior paints for home improvement, cooking odors (e.g., restaurant exhaust vents),



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paint odors from auto body shops, etc. These types and concentrations of odors were noted as being typical of residential communities and not considered to result in a public nuisance.

The *GPZCU EIR* also further noted that individual projects, including commercial, industrial, and residential projects associated with the GPZCU are also required to comply with SCAQMD Rule 402 to prevent occurrence of public nuisances.

The *GPZCU EIR* concluded that with the implementation of regulatory requirements and standard conditions of approval, odor impacts would be less than significant.

### **IMPACT ANALYSIS**

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City's share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaptation and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.

- A. WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN?**
  
- B. WOULD THE PROJECT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?**

The City of El Monte is located within the South Coast Air Basin (SCAB), which is a non-attainment area for Federal and State criteria air pollutants, including O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. And while adoption and implementation of the 2021-2029 Housing Element would not directly result in the construction of new housing or pollutant emissions, it could facilitate housing construction consistent with adopted land use policy, which could then create potential pollutant emissions. A case-by-case review of future development proposals would be necessary to ensure that potential pollutant emissions do not conflict with or obstruct implementation of the applicable air quality plan, result in a cumulatively considerable net increase of any criteria pollutant, or be inconsistent with Federal, State, and local air quality standards; the applicable Air Quality Management Plan; and the *El Monte General Plan* goals, policies, and standards relative to air quality.



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Future development proposals would be required to comply with all applicable regulations and development standards, along with project-specific conditions and mitigation measures to reduce potential impacts required as part of the development review and environmental impact processes. This can include, but is not limited to, Federal and State laws, regulations, and air quality standards; applicable Air Quality Management Plan; SCAQMD rules and programs; *El Monte Municipal Code* requirements; and *El Monte General Plan* goals, policies, and implementation programs, including those identified in the proposed project, relative to air quality. The previously noted goals, policies, actions, laws, regulations, standards, rules, and programs along with *GPCZU EIR* mitigation measures 3-1 to 3-3 ensure proposed project impacts are reduced to the maximum extent feasible, and that air quality plan and ambient air quality standard impacts remain as significant and unavoidable.

### GPZCU EIR Mitigation Measures

The *GPZCU EIR* identified the following mitigation measures, which would be applicable to future development proposals in the City. However, the *GPZCU EIR* identified no mitigation was available to reduce the inconsistency with the Air Quality Management Plan or operational-related emissions impacts, and concluded impacts were significant and unavoidable.

- 3-1 The City of El Monte Building Department shall require that all new construction projects incorporate feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:
- Requiring fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
    - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
    - Applying water every four hours to active soil-disturbing activities.
    - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
  - Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits.
  - Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
  - Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
  - Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at:  
[http://www.aqmd.gov/prdas/brochures/Super-Compliant\\_AIM.pdf](http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf).
- 3-2 The City of El Monte shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g., sidewalks).
- 3-3 The City of El Monte shall evaluate new development proposals within the City for potential incompatibilities with regard to the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if feasible mitigation measures, such as high efficiency Minimum Efficiency Reporting Value filters, have been incorporated into the project design to



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protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

### C. WOULD THE PROJECT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?

Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods.

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. The 2021-2029 Housing Element is a policy document that establishes City direction for facilitating housing development pursuant to adopted land use plans. Future development proposals would be required to comply with the density and intensity standards set forth in the *El Monte General Plan* and current Zoning Ordinance.

In addition, future development proposals would be required to comply with all applicable regulations and development standards, along with project-specific conditions and mitigation measures to reduce potential impacts required as part of the development review and environmental impact processes. This can include, but is not limited to, Federal, State, and local laws, regulations, and air quality standards; SCAQMD rules; Building Code requirements; *El Monte General Plan* goals, policies, and implementation programs; *El Monte Municipal Code* requirements; and *GPZCU EIR* Mitigation Measure 3-1. The *GPZCU EIR* identified Mitigation Measure 3-1 to reduce impacts to residential and other sensitive land uses; however, impacts were concluded to be significant and unavoidable. Thus, adoption and implementation of the proposed project would not directly result in the exposure of persons to substantial pollutant concentrations.

The previously noted goals, policies, actions, laws, regulations, standards, rules, programs, and mitigation measure ensure proposed project impacts are reduced to the maximum extent feasible, and that air quality impacts to sensitive receptors remain as significant and unavoidable.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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**D. WOULD THE PROJECT RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?**

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. The 2021-2029 Housing Element is a policy document that establishes City direction for facilitating housing development pursuant to adopted land use plans. Future development proposals would be required to comply with the density and intensity standards set forth in the *El Monte General Plan* and current Zoning Ordinance.

Adoption and implementation of the proposed project would not directly result in the exposure of persons to other emissions or odors. However, future development proposals would be required to comply with all applicable regulations and development standards, along with project-specific conditions and mitigation measures to reduce potential impacts required as part of the development review and environmental impact processes. This can include, but is not limited to, Federal and State laws, regulations, and air quality standards; applicable Air Quality Management Plan; SCAQMD rules and programs; *El Monte Municipal Code* requirements; and *El Monte General Plan* goals, policies, and implementation programs, including those identified in the proposed project, relative to air quality. The previously noted goals, policies, actions, laws, regulations, standards, rules, and programs along with *GPCZU EIR* mitigation measures 3-1 to 3-3 ensure proposed project impacts are reduced to the maximum extent feasible, and that other emissions or odor impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.4 BIOLOGICAL RESOURCES

Would the project:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
A. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✓	
B. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or 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?			✓	

### PRIOR ENVIRONMENTAL FINDINGS

#### General Plan and Zoning Code Update EIR

##### *Candidate, Sensitive, or Special Status Species*

The Initial Study for the *GPZCU EIR* noted that California Natural Diversity Database (CNDDDB) listed one occurrence of the Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) in the vicinity of the San Gabriel River, near El Monte, in 1951. While the Western yellow-billed cuckoo is listed as a candidate species by the United States Fish and Wildlife Service (USFWS) and an endangered species by the California Department of Fish and Wildlife (CDFW), the Initial Study noted that the occurrence was over 50 years ago, and no recent occurrences were noted.

The Initial Study also indicated that the southwestern pond turtle (a state species of special concern) has occurred within the larger El Monte area between 1954 and 1987, with no occurrences listed since. The Initial Study found that the CNDDDB did not list any other candidate, sensitive, or special-status species within the City limits of El Monte or within one mile of the City limits. Therefore, considering the length of time since any listed occurrences, the Initial Study concluded that impacts generated by the implementation of the *GPZCU* would be less than



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significant. As a result, impacts to candidate, sensitive, or special status species were not further analyzed in the *GPZCU EIR*.

The *GPZCU EIR* concluded less than significant impacts to impacts to candidate, sensitive, or special status species.

### ***Riparian Habitat or Other Sensitive Natural Community***

The Initial Study for the *GPZCU EIR* noted that according to the CNDDDB, Brand's phacelia, a plant species that occurs in alluvial sand in coastal scrub/dune habitats, was noted in 1935 near the San Gabriel River, two miles east of El Monte, but that there have been no recent listings of the plant. The Initial Study also noted that there is no native riparian habitat within the City. In addition to several flood control and drainage channels that pass through the City, the Initial Study noted that the San Gabriel River also extends northeast-southwest along most of the eastern boundary of the City. The San Gabriel River in this area was channelized with earthen banks and the river bottom remains in a more natural state with sand, gravel, and vegetation.

The Initial Study determined that there are no sensitive natural communities within the City, and that there are no significant ecological areas as defined by the Los Angeles County Department of Regional Planning within the City. Therefore, the Initial Study concluded that no impacts would result from implementation of the GPZCU. As a result, impacts to riparian habitat or other sensitive natural communities were not further analyzed in the *GPZCU EIR*.

The *GPZCU EIR* concluded no impacts to riparian habitat or other sensitive natural community species.

### ***Wetlands***

The Initial Study for the *GPZCU EIR* determined there are no wetlands in the City of El Monte as the entire city is developed with urban uses and found that new land uses proposed by the GPZCU would consist of redevelopment of previously-developed parcels rather than development of vacant land. The Initial Study also noted that the GPZCU would have no impact on any federally-protected wetlands as defined by Section 404 of the Clean Water Act. As a result, impacts to protected wetlands were not further analyzed in the *GPZCU EIR*.

The *GPZCU EIR* concluded no impacts to wetlands.

### ***Wildlife Movement Corridors***

The Initial Study for the *GPZCU EIR* determined that the entire City is developed with urban uses, including developed parks and flood control channels. The Initial Study found that there was no native habitat remaining in the City, and therefore there were no wildlife movement corridors in the City. As a result, wildlife movement corridors were not further analyzed in the *GPZCU EIR*.

The *GPZCU EIR* concluded no impacts on wildlife movement or the use of wildlife nursery sites.

### ***Conflict with Biological Resources Policies***

The Initial Study for the *GPZCU EIR* determined that the City of El Monte did not have any local ordinances or policies for the preservation of biological resources that would conflict with the proposed GPZCU and concluded



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that no impact would occur. As a result, impacts due to a conflict with policies or ordinances protecting biological resources were not further analyzed in the *GPZCU EIR*.

The *GPZCU EIR* concluded no impacts regarding conflicts with biological resources policies.

### ***Habitat or Natural Community Conservation Plan***

The Initial Study for the *GPZCU EIR* determined there were no Habitat Conservation Plans or Natural Community Conservation Plans in effect within the City. As such, the Initial Study found that there were no Significant Ecological Areas as defined by Los Angeles County within the City. The Initial Study concluded that the *GPZCU* would have no impact on an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As a result, impacts due to a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan were not further analyzed in the *GPZCU EIR*.

The *GPZCU EIR* concluded no impacts regarding conflicts with habitat or natural community conservation plans.

## **IMPACT ANALYSIS**

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City's share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaptation and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.

### **A. WOULD THE PROJECT 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?**

The City of El Monte has been fully urbanized for many years. As such, the City does not contain habitat supportive of special status plant or wildlife species. The proposed project would not result in a substantial adverse effect, either directly or through habitat modifications, on any sensitive species. Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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**B. WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?**

The City of El Monte has been fully urbanized for many years, and as such, is void of riparian habitat or other sensitive natural communities. Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**C. WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?**

The City of El Monte has been fully urbanized for many years, and as such, is void of Federally protected wetlands. Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**D. WOULD THE PROJECT INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?**

The City of El Monte has been fully urbanized for many years. Due to the lack of quality biological habitat and wildlife corridors within the City, the proposed project would not interfere with the movement of fish or wildlife or impact wildlife corridors. Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**E. WOULD THE PROJECT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE?**

The City of El Monte has no local policies or ordinances protecting biological resources. Nor has the City adopted a tree preservation ordinance. Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.



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**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**F. WOULD THE PROJECT CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?**

The City of El Monte is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan. Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.5 CULTURAL AND TRIBAL CULTURAL RESOURCES

Would the project:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
A. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?			✓	
B. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?			✓	
C. Disturb any human remains, including those interred outside of formal cemeteries?			✓	
D. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k)?			✓	
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			✓	

## PRIOR ENVIRONMENTAL FINDINGS

### General Plan and Zoning Code Update EIR

#### *Historical Resources*

The *GPZCU EIR* found that that adoption of the GPZCU would not directly affect any historical structures. While no identified historic structures were listed on the National Register of Historic Places within the City of El Monte, the *GPZCU EIR* found that other structures that could meet the National Register criteria upon reaching 50 years of age might be impacted by development activity and may be vulnerable to development activities accompanying revitalization.

The *GPZCU EIR* indicated that at the time development and/or redevelopment projects are proposed, the project-level CEQA document would need to identify any impacts to known or potentially historic sites and structures. The *GPZCU EIR* further noted that the *CEQA Guidelines* require a project that would have potentially adverse impacts on historic resources to conform to the Secretary of *Interior's Standard's for the Treatment of Historic Properties*, in order for the impacts to be mitigated to below significant and adverse levels. The *GPZCU EIR* determined that implementation of the GPZCU would not result in the loss of potentially historic structures.



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The *GPZCU EIR* concluded that with implementation of regulatory requirements and standard conditions of approval, impacts to historical resources would be less than significant.

### ***Archaeological Resources***

The *GPZCU EIR* indicated that the Tongva Tribe has pursued official tribal recognition by the federal government for decades, but has not yet been recognized; however, the *GPZCU EIR* noted that in 1994, the State of California officially recognized the Gabrielino-Tongva nation as “the aboriginal tribe of the Los Angeles basin.”

The *GPZCU EIR* also noted that existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places, which may include sanctified cemeteries, religious ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites. The *GPZCU EIR* determined that although no known tribal cultural places have been identified to date, Senate Bill 18 requires local jurisdictions to consult with the Native American Heritage Commission (NAHC) and any appropriate Native American tribe for the purpose of preserving relevant Traditional Tribal Cultural Places (TTCPs) prior to the adoption, revision, amendment, or update of a city’s or county’s general plan.

The *GPZCU EIR* found that although no archaeological sites had been identified within the City, there is the potential for discovering such resources during construction of specific projects in El Monte.

The *GPZCU EIR* concluded that with implementation of regulatory requirements and standard conditions of approval, impacts to archaeological resources would be less than significant.

### ***Human Remains***

The *GPZCU EIR* found that while the City is not located in an area determined to have high cultural sensitivity, as defined in the County of Los Angeles General Plan, there remains a remote possibility that buildout of the GPZCU could unearth human remains, including those outside of formal cemeteries. However, the *GPZCU EIR* concluded that potential impacts to human remains would be reduced by ensuring that if remains are uncovered all work in the vicinity of the site would be stopped and that there would be no disposition of human remains except in accordance with the *California Public Resources Code* Section 5097.98.

The *GPZCU EIR* concluded that with implementation of regulatory requirements and standard conditions of approval, impacts to human remains would be less than significant.

### ***Tribal Cultural Resources***

Assembly Bill 52 (AB 52) was signed into law in 2014 and added the above-listed threshold to *CEQA Guidelines* Appendix G. Thus, at the time the *GPZCU EIR* was certified in 2011, AB 52 was not in place and the *GPZCU EIR* did not evaluate this threshold. Notwithstanding, the *GPZCU EIR* included an extensive analysis of potential impacts to cultural resources. As previously indicated, although no archaeological sites had been identified within the City, the *GPZCU EIR* found there is nonetheless the potential for discovering such resources during construction of future development proposals in El Monte.



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The *GPZCU EIR* concluded that with implementation of regulatory requirements and standard conditions of approval, impacts to archaeological resources, inclusive of tribal cultural resources, would be less than significant.

### IMPACT ANALYSIS

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City's share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaptation and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.

#### **A. WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN CEQA GUIDELINES SECTION 15064.5?**

Appendix A of the *City of El Monte General Plan and Zoning Code Update EIR* includes the Initial Study, which identified historical resources in the City. There is one building listed on the National Register of Historic Places – El Monte Valley Woman's Club at 200 N. First Street. There are also a number of older buildings in the Downtown that reflect the character of an earlier time, but have not been designated as historic.

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Thus, it is not possible at this time to conduct an assessment of potential site-specific historical resource impacts relative to future development proposals. Instead, a case-by-case review of future development proposals would be carried out to ensure that historically significant buildings and resources are preserved, as applicable, and that the future development proposals are consistent with all applicable General Plan goals and policies and zoning regulations relative to historic resources. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

#### **B. WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO CEQA GUIDELINES SECTION 15064.5?**

Appendix A of the *City of El Monte General Plan and Zoning Code Update EIR* includes the Initial Study, which identified that the City is largely built out and does not contain any known archeological resources. The Initial Study also identified that the potential for uncovering archaeological resources within the City is considered remote, given that no such resources had been discovered during prior development activity. Nor was it



## Addendum to the City of El Monte General Plan and Zoning Code Update EIR For the 2021-2029 Housing Element, Public Health and Safety Element Update and Updates to Other General Plan Elements

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anticipated that new development on previously developed sites would uncover or impact archaeological resources.

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Thus, it is not possible at this time to conduct an assessment of potential site-specific archaeological resource impacts relative to future development proposals. Instead, A case-by-case review of future development proposals would be carried out to confirm the absence or presence of archaeological resources, as applicable, and that the future development proposals are consistent with all applicable General Plan goals and policies and zoning regulations relative to archaeological resources. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

### C. WOULD THE PROJECT DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?

No formal cemeteries exist within the City of El Monte. And to the level of past disturbance associated with development throughout the City, it is not anticipated that human remains exist within the City.

Human remains are defined as any physical remains of a human being. 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 burial of associated cultural resources (funerary objects) with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. 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.

The Native American Graves Protection and Repatriation Act (NAGPRA) provides guidance that agencies shall consult with organizations on whose aboriginal lands the remains and cultural items might be discovered, who are reasonably known to have a cultural relationship to the human remains and other cultural items.

In the event human remains are encountered during earth removal or disturbance activities associated with future development proposals, all activities would cease immediately and a qualified archaeologist and Native American monitor would be immediately contacted. California *Health and Safety Code* Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to *Public Resources Code* Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner would notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Thus, it is not possible at this time to conduct an assessment of potential site-specific historical resource impacts relative to future development proposals. Instead, A case-by-case review of future



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development proposals would be carried out to confirm the absence or presence of human remains, and that the future development proposals comply with *Health and Safety Code* and *Public Resources Code* protocols. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

- D. WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS:**
- 1. LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN THE LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECTION 5020.1(K)?**
  - 2. A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1? IN APPLYING THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE.**

### **Tribal Consultation**

Chapter 532, Statutes of 2014 (AB 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical resources or included in a local register of historical resources." AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource."

Also per AB 52 (specifically *Public Resources Code* [PRC] Section 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects.

The Native American Heritage Commission (NAHC) was contacted by the City in June 2021 requesting a list of potential Native American contacts for consultation. The NAHC provided a Tribal Consultation List to the City on June 21, 2021. In addition, the City reviewed its list of tribes that had requested AB 52 notification.



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The City sent letters via email for the purposes of SB 18<sup>1</sup> and AB 52 consultation to 11 tribes listed below on June 23, 2021:

1. Gabrieleño Band of Mission Indians – Kizh Nation - Andrew Salas, Chairperson
2. San Gabriel Band of Mission Indians – Anthony Morales, Chairperson
3. Gabrielino/Tongva Nation – Sandonne Goad, Chairperson
4. Gabrielino Tongva Indians of California Tribal Council – Robert Dorame, Chairperson
5. Gabrielino Tongva Indians of California Tribal Council – Christina Conley
6. Gabrielino-Tongva Tribe – Charles Alvarez
7. Santa Rosa Band of Cahuilla Indians – Lovina Redner, Tribal Chair
8. Soboba Band of Luiseno Indians – Isaiah Vivanco, Chairperson
9. Torres Martinez Desert Cahuilla Indians – Michael Mirelez, Cultural Resource Coordinator
10. Gabrieleno/Tongva Tribal Council – Linda Candelaria, Tribal Co-Chair
11. Gabrieleno/Tongva Tribal Council – Sam Dunlap, Cultural Resource Director

The City’s letter specifically noted that the Housing Element is required to be updated every eight years, and within Los Angeles County, jurisdictions are required to prepare, adopt, and receive certification from the California Department of Housing and Community Development (HCD) of their 6<sup>th</sup> cycle Housing Element by October 15, 2021. As such, the City respectfully requested that each tribe respond within 30 days for the both the SB 18 and AB 32 consultation.

At the conclusion of the 30-day period, the City received no requests for SB 18 or AB 52 consultation.

### **Impact Analysis**

Whatever the linguistic affiliation, Native Americans in and around the City of El Monte exhibited similar organization and resource procurement strategies. Villages were based on clan or lineage groups. Their home/base sites are marked by midden deposits, often with bedrock mortars. During their seasonal rounds to exploit plant resources, small groups would migrate within their traditional territory in search of specific plants and animals. Their gathering strategies often left behind signs of special use sites, usually grinding slicks on bedrock boulders, at the locations of the resources.

Given the long-standing history of the multiple tribes in and around the City of El Monte, there is the potential that the construction of future development proposals would impact tribal cultural resources. Past construction and development practices in the City were not as sensitive to tribal cultural resources as current practices. Thus, ground-disturbing activities, such as grading or excavation, could disturb previously unidentified subsurface resources.

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<sup>1</sup> SB 18 (Chapter 905, Statutes of 2004) (Public Resources Code Section 65352.3) requires cities and counties to contact and consult with California Native American tribes prior to amending or adopting any general plan or specific plan, or designating land as open space.



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The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Thus, it is not possible at this time to conduct an assessment of potential site-specific tribal cultural resource impacts relative to future development proposals. Instead, A case-by-case review of future development proposals would be carried out to confirm the absence or presence of tribal cultural resources, as applicable, and that the future development proposals are consistent with all applicable General Plan goals and policies and zoning regulations relative to tribal cultural resources. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.6 ENERGY

Would the project:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
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?			✓	

### PRIOR ENVIRONMENTAL FINDINGS

#### General Plan and Zoning Code Update EIR

The *GPZCU EIR* disclosed that buildout of the GPZCU would entail the commitment of nonrenewable and/or slowly renewable energy resources. As the community continues to develop, the *GPZCU EIR* noted that both residential and nonresidential development would require further commitment of energy resources in the form of natural gas and electricity generated by coal, hydroelectric power, or nuclear energy. Increased motor vehicle travel within the City resulting from the GPZCU also would be accompanied by increased consumption of petroleum products. However, the *GPZCU EIR* did not identify any impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, or due to a conflict with or obstruction of a State or local plan for renewable energy or energy efficiency.

The *GPZCU EIR* concluded no impacts to energy resources.

### IMPACT ANALYSIS

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City’s share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaption and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.



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- A. WOULD THE PROJECT RESULT IN POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION?**
  
- B. WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY?**

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Future development proposals would be required to comply with all applicable regulations and development standards, including but not limited to the most current adopted version of the *California Building Code* and *California Green Building Standards Code*, along with project-specific conditions and mitigation measures to reduce potential energy impacts required as part of the development review and environmental impact processes. The proposed project would not result in impacts to energy resources, or conflict with or obstruct any plans addressing renewable energy or energy efficiency. Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.7 GEOLOGY AND SOILS

Would the project:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
A. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) 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.			✓	
2) Strong seismic ground shaking?			✓	
3) Seismic-related ground failure, including liquefaction?			✓	
4) 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 risks to life or property?			✓	
E. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			✓	
F. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	

### PRIOR ENVIRONMENTAL FINDINGS

#### General Plan and Zoning Code Update EIR

##### *Rupture of Earthquake Faults*

The *GPZCU EIR* reported that there are no known earthquake faults in the City, and the mapped fault nearest to the City is about 1.25 miles southwest of the western end of the City. The *GPZCU EIR* also noted there are no Alquist-Priolo Earthquake Fault Zones in the City.

The *GPZCU EIR* concluded less than significant impacts would occur relative to the surface rupture of known earthquake faults.



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### ***Strong Seismic Ground Shaking***

The *GPZCU EIR* found that earthquakes causing strong ground shaking in El Monte could occur on any of several faults in the region. The peak horizontal ground acceleration forecast to occur in the City of El Monte during an earthquake with a 10 percent probability of exceedance in 50 years, that is, every 475 years, was disclosed as roughly 0.6g, where g is the acceleration of gravity. The *GPZCU EIR* found that an earthquake of such intensity would cause slight damage in specially designed structures, considerable damage and partial collapse in ordinary substantial buildings, and great damage in poorly built structures. Buildout of the GPZCU was found to add people and buildings to El Monte that would be subjected to ground shaking.

The *GPZCU EIR* concluded that with implementation of regulatory requirements and standard conditions of approval, strong seismic ground shaking impacts would be less than significant.

### ***Seismic-Related Ground Failure***

The *GPZCU EIR* disclosed that nearly the entire City is in a Zone of Required Investigation for liquefaction designated by the California Geologic Society (CGS). Two of the three factors contributing to susceptibility to liquefaction are present in El Monte: loose, unconsolidated sediments consisting mainly of sand or silty sand, and shallow groundwater. The third factor, strong ground shaking could occur in the City associated with an earthquake.

The *GPZCU EIR* found that the GPZCU would increase the numbers of people and buildings in the City that could be exposed to liquefaction hazards.

The *GPZCU EIR* concluded that with implementation of regulatory requirements and standard conditions of approval, seismic-related ground failure impacts would be less than significant.

### ***Landslides***

The *GPZCU EIR* noted that the City of El Monte is very nearly flat, with a southwest slope of about 0.4 percent. The *GPZCU EIR* also disclosed that there is a very small area at the northeast corner of the City where landslides have occurred on slopes of former gravel mines, which is in a Zone of Required Investigation for earthquake-induced landslides designated by the CGS. In the vast majority of the City, the *GPZCU EIR* found that buildout of the GPZCU would not place persons or structures at risk from earthquake-induced landslides.

The *GPZCU EIR* concluded that the GPZCU would not subject people or structures to substantial hazards from earthquake-induced landslides, and no impacts would occur.

### ***Soil Erosion***

The *GPZCU EIR* noted that unconsolidated sediments underlying El Monte are susceptible to erosion if effective erosion-control measures are not used during ground-disturbing activities. The *GPZCU EIR* noted the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes.

The *GPZCU EIR* concluded that with implementation of regulatory requirements and standard conditions of approval, soil erosion impacts would be less than significant.



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### ***Unstable Geologic Unit or Soil***

The *GPZCU EIR* found that due to an overdraft condition associated with groundwater pumping, the San Gabriel Valley, including the City of El Monte, is among places where subsidence could occur. With respect to hydro-collapse, the *GPZCU EIR* found that conditions in El Monte are such that collapsible soils could be present. Likewise, the *GPZCU EIR* found that buildout of the GPZCU could subject persons and structures to substantial hazards arising from ground subsidence and collapsible soils.

The *GPZCU EIR* concluded that with mandatory compliance of regulatory requirements and standard conditions of approval, impacts to unstable geologic units or soils would be less than significant.

### ***Expansive Soil***

The *GPZCU EIR* disclosed that surface sediments in the City consist of young alluvial-fan deposits composed of unconsolidated gravel, sand, and silt, and young wash deposits consisting of unconsolidated sand, silt, and gravel. Clays are not listed as major components of surface sediments in El Monte; thus, the *GPZCU EIR* found that there might not be substantial amounts of expansive soils within the City. However, the *GPZCU EIR* noted that the presence or absence of expansive soils can only be ascertained by site-specific soils investigations by qualified engineers or geologists, which would be required for individual projects considered for approval under the GPZCU. Thus, the *GPZCU EIR* found that developments approved under the GPZCU could subject people or structures to substantial hazards related to expansive soils.

The *GPZCU EIR* concluded that with implementation of regulatory requirements and standard conditions of approval, impacts to expansive soils would be less than significant.

### ***Soils Supportive of Septic Tanks or Alternative Wastewater Disposal Systems***

The *GPZCU EIR* noted that all existing and future development is or would be provided sanitary sewer service by the City's Engineering and Public Works Maintenance Divisions. The *GPZCU EIR* found that there are no existing septic tanks or other alternative wastewater disposal systems within the City, and that all future development would be required to connect to the City's sanitary sewer system.

The *GPZCU EIR* concluded no impact would occur relative to the use septic tanks or alternative wastewater disposal systems.

### ***Unique Paleontological Resource or Geologic Feature***

The *GPZCU EIR* noted that the City was fully developed with minimal vacant land, and that the geology of the San Gabriel Basin consists primarily of recent, unconsolidated alluvial materials deposited by streams flowing out of the San Gabriel Mountains. The *GPZCU EIR* determined that these deposits have low probability of containing paleontological resources. Because of the geology of the area and the City's highly developed urban fabric, the GPZCU EIR indicated that paleontological resources are unlikely to occur within the City.

The *GPZCU EIR* concluded that with implementation of regulatory requirements and standard conditions of approval, impacts to unique paleontological resources or geologic features would be less than significant.



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### IMPACT ANALYSIS

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City's share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaptation and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.

#### **A. WOULD THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING:**

##### **1. 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.**

Southern California, including the City of El Monte, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone. No Alquist-Priolo Earthquake Fault zones exist within the City of El Monte. Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

##### **2. STRONG SEISMIC GROUND SHAKING?**

The City of El Monte, similar to the rest of California, is located within a seismically active region as a result of being located near the active margin between the North American and Pacific tectonic plates. Several major faults within a 50-mile radius of El Monte are capable of producing substantial effects from ground shaking. These faults include the San Andreas, Whittier-Elsinore, Chino, Sierra Madre-Cucamonga, and San Fernando faults. A major earthquake produced along any of these faults has the potential to produce strong ground shaking in El Monte.

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. The *California Building Code* includes specific design measures, which are based on the determination of Site Classification and Seismic Design Categories specific to a project site. These design measures are intended to maximize structural stability in the event of an earthquake. Future development proposals would be required to comply with all applicable regulations and development standards, including but not limited to the



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most current adopted version of the *California Building Code*, along with project-specific conditions and mitigation measures, to reduce potential impacts required as part of the development review and environmental impact processes. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts with implementation of regulatory requirements and standard conditions of approval.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

### 3. SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?

### 4. LANDSLIDES?

Seismic agitation of relatively loose saturated sands, silty sands, and some silts can result in a buildup of pore pressure. If the pore pressure exceeds the overburden stresses, a temporary quick condition known as liquefaction can occur. Liquefaction effects can manifest in several ways including: 1) loss of bearing; 2) lateral spread; 3) dynamic settlement; and 4) flow failure. Lateral spreading has typically been the most damaging mode of failure. In general, the more recent that a sediment has been deposited, the more likely it will be susceptible to liquefaction. Other factors that must be considered are groundwater, confining stresses, relative density, and the intensity and duration of seismically-induced ground shaking.

The geologic and topographic characteristics of an area often determine its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential slope failure and landslide events.

The City of El Monte has been fully urbanized for many years. The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Future development proposals would be required to comply with all applicable regulations and development standards, including but not limited to the most current adopted version of the *California Building Code*, preparation of site-specific geologic studies, project-specific conditions, and mitigation measures as applicable, to reduce potential impacts required as part of the development review and environmental impact processes. Thus, adoption and implementation of the proposed project ensures seismic-related ensures ground failure impacts remain as less than significant impacts with implementation of regulatory requirements and standard conditions of approval, and that earthquake-induced landslides impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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**B. WOULD THE PROJECT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?**

The City of El Monte has been fully urbanized for many years. The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Future development proposals involving demolition and/or construction activities would be subject to compliance with the *California Building Code*, as well as the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities. The NPDES Storm Water General Construction Permit requires preparation of a Storm Water Pollution Prevention Plan, which would identify specific erosion and sediment control Best Management Practices that would be implemented to protect storm and non-storm water runoff during construction and post-development activities, inclusive of low impact development (LID) design considerations and operational and maintenance requirements. Compliance with the *California Building Code* and NPDES would minimize effects from erosion and ensure consistency with the Los Angeles Regional Water Quality Control Board Water Quality Control Plan. Thus, adoption and implementation of the proposed project ensures that soil erosion impacts remain as less than significant impacts with implementation of regulatory requirements and standard conditions of approval.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**C. WOULD THE PROJECT BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN AN ON-SITE OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION OR COLLAPSE?**

Refer to Responses A.1.3 and A.1.4.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**D. WOULD THE PROJECT BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?**

Expansive soils can be a problem, as variation in moisture content will cause a volume change in the soil. Expansive soils heave when moisture is introduced and contract as they dry. During inclement weather and/or excessive landscape watering, moisture infiltrates the soil and causes the soil to heave (expansion). When drying occurs the soils will shrink (contraction). Repeated cycles of expansion and contraction of soils can cause pavement, concrete slabs on grade and foundations to crack. This movement can also result in misalignment of doors and windows.

The City of El Monte has been fully urbanized for many years. The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Future development proposals would be required to comply with all applicable regulations and development standards, including but not limited to the most current adopted version of the *California Building Code*, preparation of site-specific geologic studies, project-specific conditions, and mitigation measures, as applicable, to reduce potential impacts required as part of the development review and environmental impact processes. Thus, adoption and



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implementation of the proposed project ensures that expansive soil impacts remain as less than significant impacts with implementation of regulatory requirements and standard conditions of approval.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**E. WOULD THE PROJECT HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?**

All existing development within the City is connected to a sewer system for the disposal of wastewater. The City of El Monte has been fully urbanized for many years. The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Future development proposals would be required to connect to a sewer system, as well as comply with all applicable regulations, development standards, project-specific conditions, and mitigation measures, as applicable. Thus, adoption and implementation of the proposed project ensures that septic tank or alternative waste water disposal system impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**F. WOULD THE PROJECT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?**

The City of El Monte has been fully urbanized for many years and does not contain any known paleontological resources or unique geologic features. The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. The potential for uncovering paleontological resources or unique geologic features within the City is considered remote, given that no such resources have been discovered during prior development activity. Thus, adoption and implementation of the proposed project ensures that unique paleontological resources or geological features impacts remain as less than significant impacts with implementation of regulatory requirements and standard conditions of approval.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.8 GREENHOUSE GASES

Would the project:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
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?			✓	

### PRIOR ENVIRONMENTAL FINDINGS

#### General Plan and Zoning Code Update EIR

The *GPZCU EIR* concluded that greenhouse gas (GHG) emission effects associated with GPZCU buildout (including from redevelopment projects) would be less than significant with the implementation of Mitigation Measures 5-1, 5-2, and 5-3.

At the time the City prepared the GPZCU, GHG emissions and Climate Action Plans (CAPs) were not formally a part of the CEQA process for a General Plan Update. As concurrent preparation and adoption of a Climate Action Plan for the City as part of El Monte General Plan was not feasible, Mitigation Measures 5-1 and 5-2 outline the City’s commitment to funding, commit the City to community-wide and municipal GHG reduction targets, and require implementation of actions to reduce GHG emissions within the City of El Monte. Mitigation Measure 5-3 directs the City to evaluate new developments for consistency with SCAG’s Sustainable Communities Strategy.

### IMPACT ANALYSIS

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City’s share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaption and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.



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- A. WOULD THE PROJECT GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?**
- B. WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?**

The 2021-2029 Housing Element establishes policy to facilitate the development of 8,502 housing units for the eight-year period, pursuant to the Regional Housing Needs Assessment (RHNA). The RHNA process allocates numerical housing goals to cities and counties in the Southern California Association of Governments (SCAG) region to accommodate anticipated regional population growth that is consistent under SB 375 with the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments* (also referred to as *Connect SoCal*), which was adopted on May 7, 2020.

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Future development proposals would be required to comply with all applicable regulations and development standards, including but not limited to the most current adopted version of the *California Building Code* and *California Green Building Standards Code*, along with project-specific conditions and mitigation measures to reduce potential impacts required as part of the development review and environmental impact processes.

In addition, the *City of El Monte General Plan* includes watershed management and air quality goals and policies in the Public Health and Safety Element and land use and community design, healthy transportation system, park, trails and public facilities, and air quality goals and policies in the Health and Wellness Element that support actions to reduce the use of resources and energy, and thus, the creation of greenhouse gas emissions. Future development proposals would be subject to these policies, as applicable.

#### **GPZCU EIR Mitigation Measures**

The *GPZCU EIR* identified the following mitigation measures, which would be applicable to future development proposals in the City.

- 5-1 The City of El Monte shall prepare a Climate Action Plan within 24 months after adopting the El Monte General Plan. The goal of the Climate Action Plan shall be to reduce GHG emissions from all activities within the City boundaries to support the state's efforts under AB 32 and to mitigate the impact of climate change on the City, state, and world. The Climate Action Plan shall include the following:
- **Emission Inventories:** The City shall establish GHG emissions inventories including emissions from all sectors within the City, using methods approved by, or consistent with guidance from, the California Air Resources Board; the City shall update inventories every three years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on schedule to achieve the GHG reduction targets, additional measures shall be implemented, as identified in the CAP.
    - The City shall establish a baseline inventory of GHG emissions, including municipal emissions and emissions from all business sectors and the community.
    - The City shall define a “business as usual” scenario of municipal, economic, and community activities, and prepare a projected inventory for 2020 based on that scenario.



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- **Emission Targets:** The City will develop plans to reduce or encourage reductions in GHG emissions from all sectors within the City:
  - A Municipal GHG Reduction Target which shall include measures to reduce GHG emissions from municipal activities by at least 15 percent from existing conditions by 2020.
  - A Community Climate Action Plan in collaboration with the stakeholders from the community at large, which shall include measures reduce GHG emissions from community activities, and which shall seek to reduce emissions by at least 15 percent from existing conditions by 2020. The Climate Action Plan shall include specific measures to achieve the GHG emissions reduction targets identified above. Measures listed below, along with others, shall be considered during the development of the Climate Action Plan (CAP):
    - Require all new or renovated municipal buildings to seek Silver or higher Leadership in Energy and Environmental Design (LEED) standard, or compliance with similar green building rating criteria.
    - Require all municipal fleet purchases to be fuel efficient vehicles for their intended use based on the fuel type, design, size, and cost efficiency.
    - Require that new development projects in El Monte that involve demolition prepare a demolition plan to reduce waste by recycling and/or salvaging a nonhazardous construction and demolition debris.
    - Require that new developments design buildings to be energy efficient by siting buildings to take advantage of shade, prevailing winds, landscaping, and sun screening to reduce energy required for cooling.
    - Evaluate the feasibility of implementing a Public Transit Fee to support Metro in developing additional transit service in the City.
    - Require diesel emission reduction strategies to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City.
    - Install energy efficient lighting and lighting control systems in all municipal buildings.
    - Require all new traffic lights installed be energy efficient traffic signals.
    - Require the use of reclaimed water for landscape irrigation in all new development and on public property where such connections are within the service boundaries of the City's reclaimed water system.
    - Require all new landscaping irrigation systems installed within the City to be automated, high-efficient irrigation systems to reduce water use and require use of bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors.
    - Conduct energy efficiency audits of existing municipal buildings by checking, repairing, and readjusting heating, ventilation, and air conditioning systems, lighting, water heating equipment, insulation, and weatherization.
    - Establish policies and programs to reduce onsite parking demand and promote ridesharing and public transit at large events.
    - Support and promote the use of low-and zero-emission vehicles by:
      - Encouraging the necessary infrastructure to facilitate the use of zero-emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently located alternative fueling stations.
      - Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero-emission vehicles and/or plug-in electric hybrids.
      - Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, zero-emission vehicles, or better fleet mixes.



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- Establishing incentives, as appropriate, to taxicab owners to use alternative fuel or gas-electric hybrid vehicles.
- Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use.
- Identify and remove regulatory or procedural barriers to implementing green building practices within its jurisdiction, such as updating codes, guidelines, and zoning, and ensure that all plan review and building inspection staff are trained in green building materials, practices, and techniques.
- Support the use of green building practices by:
  - Providing information, marketing, training, and technical assistance about green building practices.
  - Adopting a Green Building ordinance with guidelines for green building practices in residential and commercial development.
- Adopt energy efficiency performance standards for buildings designed to achieve a greater reduction in energy and water use than currently required by state law, including:
  - Standards for the installation of "cool roofs."
  - Standards for improved overall efficiency of lighting systems.
  - Requirements for the use of Energy Star appliances and fixtures in discretionary new development.
- Encourage the performance of energy audits for residential and commercial buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer.
- Establish policies and programs that facilitate the siting of new renewable energy generation.
- Require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as daylighting and passive solar heating, where feasible.
- Prepare and implement a comprehensive plan to improve energy efficiency of municipal facilities, including:
  - Conducting energy audits.
  - Retrofitting municipal facilities for energy efficiency where feasible and when remodeling or replacing components, including increased insulation, installing green or reflective roofs and low-emissive window glass.
  - Implementing an energy tracking and management system for its municipal facilities.
  - Installing energy-efficient exit signs, street signs, and traffic lighting, subject to life/safety considerations.
  - Installing energy-efficient lighting retrofits and occupancy sensors, and institute a "lights out at night" policy, subject to life/safety considerations.
  - Retrofitting heating and cooling systems to optimize efficiency (e.g., replace chillers, boilers, fans, pumps, belts, etc.).
  - Installing Energy Star appliances and energy-efficient vending machines.
  - Improving water use efficiency, including a schedule to replace or retrofit system components with high-efficiency units (i.e., ultra-low-flow toilets, fixtures, etc.).
  - Installing irrigation control systems that maximize water use efficiency and minimize off-peak use.
  - Adopting an accelerated replacement schedule for energy inefficient systems and components.



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- Ensure that staff receives appropriate training and support to implement objectives and policies to reduce GHG emissions, including:
  - Providing energy efficiency training to design, engineering, building operations, and maintenance staff.
  - Providing information on energy use and management, including data from the tracking and management system to managers and others making decisions that influence energy use.
  - Providing energy design review services to departments undertaking new construction or renovation projects, to facilitate compliance with LEED standards.
- Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel-efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.
- Require the installation of outdoor electrical outlets on buildings to support the use, where practical, of electric lawn and garden equipment, and other tools that would otherwise be run with small gas engines or portable generators.
- Implement measures to reduce employee vehicle trips and to mitigate emissions impacts from municipal travel.
- Evaluate existing landscaping and options to convert reflective and impervious surfaces to landscaping, and install or replace vegetation with drought-tolerant, low-maintenance native species or edible landscaping that can also provide shade and reduce heat island effects.
- Implement enhanced programs to divert solid waste from landfill operations by:
  - Establishing a diversion target that meets or exceeds AB 939 requirements.
  - Promoting and expanding recycling programs, purchasing policies, and employee education to reduce the amount of waste produced.
- Establish a water conservation plan that may include such policies and actions as:
  - Maintaining and refining the City's tiered rate structure for water use.
  - Establishing restrictions on time of use for landscape watering or other demand management strategies.
  - Establishing performance standards for irrigation equipment and water fixtures, consistent with state law.
- Ensure that building standards and permit approval processes promote and support water conservation by:
  - Establishing building design guidelines and criteria to promote water-efficient building design, including minimizing the amount of nonroof impervious surfaces around the building(s).
  - Establishing menus and check-lists for developers and contractors to ensure water-efficient infrastructure and technology are used in new construction, including low-flow toilets and shower heads, moisture-sensing irrigation, and other such advances.
- Organize workshops on waste reduction activities for the home or business, such as backyard composting or office paper recycling, and schedule recycling dropoff events and neighborhood chipping/mulching days.
- Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.

5-2 Measures listed in Mitigation Measure 5-1 shall be considered by the City while reviewing all new development, as appropriate, between the time of adoption of El Monte General Plan and adoption of the Climate Action Plan (CAP).



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- 5-3 Pursuant to a goal of overall consistency with the Sustainable Communities Strategies, the City of El Monte shall evaluate new development for consistency with the development pattern set forth in the Sustainable Communities Strategies plan, upon adoption of the plan by the Southern California Association of Governments.

Thus, adoption and implementation of the proposed project ensures greenhouse gas emissions or conflicts with adopted plans, policies, and regulations remain as less than significant impacts with implementation of Mitigation Measures 5-1, 5-2, and 5-3.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
A. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
B. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
C. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
D. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓	
E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard 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?			✓	

### PRIOR ENVIRONMENTAL FINDINGS

#### General Plan and Zoning Code Update EIR

##### *Transport, Use, or Disposal of Hazardous Materials*

Buildout of the GPZCU is forecast to add about 5,484 residential units and 12,006,655 square feet of nonresidential land uses to the City.

##### Construction

Construction of residential and nonresidential structures permitted under the GPZCU would involve the transport, use, storage, and disposal of substantial amounts of hazardous materials, such as fuels, lubricants, paints and other coatings, and cleaning materials. The use, transport, storage, and disposal of hazardous materials as part of construction activities would comply with existing federal, state, and local regulations detailed in *GPZCU EIR* Section 5.6-1. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations regarding the cleanup and disposal of the contaminant released. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. Additionally, all projects approved under the GPZCU would be mandated to comply



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with all emergency response plan requirements set forth by the City and the Los Angeles County Fire Department (LACoFD).

### Operation of Nonresidential Land Uses

The specific types of commercial uses that would be permitted under the GPZCU are not presently known. Categories of uses that would be allowed in commercial land use designations are described in General Plan Chapter 3, Land Use Element. In addition to retail, office, government, and cultural/entertainment uses, some commercial use designations would permit light variety of hazardous materials; automobile service and repair uses would handle fuels, lubricants, and other hazardous materials; and medical offices would also handle a variety of hazardous materials. The use, storage, transport, and disposal of hazardous materials by nonresidential uses permitted under the GPZCU would be required to comply with existing regulations issued by several federal, state, and local agencies as noted in *GPZCU EIR* Section 5.6.1.

### Operation of Residential Units

The operation of residential units usually involves only small amounts of hazardous materials for cleaning and maintenance purposes. The use, transport, storage, and disposal of hazardous materials used in operation of residential units would be subject to many of the same regulations as would use of hazardous materials in operation of nonresidential uses. Adherence to existing regulations would minimize hazards arising from routine use, storage, transport, and disposal of hazardous materials.

### Hazards Arising from Accidental Release of Hazardous Materials

*Hazardous Materials Currently in the City.* There are five sites in the City that are listed or are under consideration for listing on the NPL: eight sites listed on the Site Mitigation and Brownfields Reuse Program Database, and 15 LUST sites that are classified as open cases by the Los Angeles Regional Water Quality Control Board. All three of these types of sites are listed in tables in *GPZCU EIR* Section 5.6.1. All of these sites are known to regulatory agencies and would be identified in Phase I Environmental Site Assessments for individual projects considered for approval under the proposed General Plan. Construction operations would be required to contact Dig Alert for identification of any pipelines or other utility infrastructure below each construction site.

*Hazardous Materials Brought into the City.* The use, storage, transport, and disposal of hazardous materials that would be brought into the City by residential and nonresidential uses permitted under the proposed GPZCU Update would be required to comply with numerous existing regulations. Such compliance would limit impacts arising from accidental release of hazardous materials.

### Schools

The GPU EIR reported that in 2010 there were 35 public schools and 10 private schools in El Monte. Most of these schools are in the eastern and central parts of the City, as parts of the western portion of the City (Northwest Industrial District and Flair Park) do not contain residences and thus don't generate demand for schools. The GPZCU would permit redevelopment of numerous properties within one-quarter mile of existing schools, especially in the central part of the City. Any individual projects considered for approval under the GPZCU that would emit substantial amounts of hazardous air emissions and would be within one-quarter mile of an existing or proposed school would be required under CEQA to conduct a health risk assessment (HRA) to determine



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whether construction or operation of the project would pose substantial health risks to students or staff at the school.

The *GPZCU EIR* concluded that with implementation of regulatory requirements and standard conditions of approval, the impacts relative to the transport, use, or disposal of hazardous materials would be less than significant.

### ***Hazardous Materials Sites***

*GPZCU EIR* Section 5.6.1 provides the lists of facilities within the City that handle hazardous wastes; contaminated sites that are on the National Priorities List (NPL) or EnviroStor or are under consideration for listing on the NPL; and Leaking Underground Storage Tank (LUST) sites that are open cases. The *GPZCU EIR* concluded the assessment and remediation of these facilities and sites would result in less than significant impacts with compliance of existing regulations of the United States Environmental Protection Agency (USEPA), California environmental Protection Agency (Cal/EPA), and the California Department of Toxic Substances Control (DTSC).

The *GPZCU EIR* concluded that with implementation of regulatory requirements, the impacts relative to hazardous materials sites would be less than significant.

### ***Airport Operations Hazards***

The San Gabriel Valley Airport (formerly called El Monte Airport) is along the east bank of the Rio Hondo River, west of Santa Anita Avenue, south of Lower Azusa Road, and north of Valley Boulevard. There are three planning boundaries regarding safety for the San Gabriel Valley Airport set forth in the Los Angeles County Airport Land Use Plan: an airport influence area and two Runway Protection Zones. All three of these boundaries are within the airport property, which would be designated Airport under the GPZCU. The GPZCU would not redesignate any area within the safety-related planning boundaries for the airport to nonairport designations.

The *GPZCU EIR* concluded airport operations hazards impacts would be less than significant.

### ***Emergency Response Plans***

The City manages disaster preparedness through the California Office of Emergency Services (OES). The City adopted a Natural Hazard Mitigation Plan (NHMP) in 2004. The NHMP includes education and outreach programs and preventive actions such as land use restrictions in areas subject to natural hazards. The NHMP designates potential evacuation routes. East–West routes include Interstate 10, Ramona Boulevard, and Valley Boulevard. North–South routes include Peck Road and Santa Anita Avenue. A flood disaster plan was prepared by the City for evacuation in the event of overflow of the Santa Fe Dam.

The Emergency Operations Section of the LACoFD provides 24-hour emergency response to hazardous materials incidents throughout Los Angeles County. The GPZCU would not impair education and outreach programs and would not interfere with land use controls in the NHMP. Nor would the GPZCU close or restrict traffic on potential evacuation routes designated in the NHMP.

The *GPZCU EIR* concluded emergency response plan impacts would be less than significant.



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## **IMPACT ANALYSIS**

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City's share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaptation and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.

- A. WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?**
- B. WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?**
- C. WOULD THE PROJECT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?**
- D. WOULD THE PROJECT BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?**

The City of El Monte has been fully urbanized for many years. Businesses that use, transport, or dispose of hazardous materials are required to comply with Federal, State, and local hazardous materials regulations. Specifically, truck traffic, including trucks that transport chemicals, is restricted to designated routes per *El Monte Municipal Code* Chapter 10.12.

### **Contaminated Sites**

The United States Environmental Protection Agency (USEPA) placed large portions of the San Gabriel Valley under authority of Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), also known as the Superfund program. The area of groundwater contaminated underlies significant portions of the City of El Monte, as well as surrounding cities. The Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database is maintained by the USEPA and contains information on hazardous waste sites, potentially hazardous waste sites and remedial activities across the nation. The database includes sites that are on or are being considered for the NPL. Based on an online query of the CERCLIS database,



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five sites in the City of El Monte are on or are being considered for the NPL and are listed in *GPZCU EIR* Table 5.6-2.

The DTSC's EnviroStor online database lists properties regulated by DTSC where extensive investigation and/or cleanup actions are planned or have been completed at permitted facilities and cleanup sites. Cleanup sites in El Monte listed on EnviroStor are listed in *GPZCU EIR* Table 5.6-3. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. The *GPZCU EIR* noted that the search of the DTSC's Registered Hazardous Waste Transporter Database for Los Angeles County found no registered hazardous waste transporters in the City of El Monte.

### Underground Storage Tanks

Federal laws and regulations relating to underground storage tanks used to store hazardous materials (including petroleum products) require that underground storage tank owners and operators register their tanks with USEPA or delegated agencies. Federal regulations also require extensive remodeling and upgrading of underground storage tanks, including installation of leak detections systems. Tank removal and testing procedures are also specified. State laws also regulate the permitting, construction, monitoring, replacement, closure, and cleanup of underground storage tanks. The Los Angeles Regional Water Quality Control Board (LARWQCB) is designated to permit and inspect underground storage tanks and implement related regulations.

The *GPZCU EIR* identified 80 LUST sites in the City that were listed on GeoTracker. Cases have been closed at 61 of these sites. The remaining 19 open cases are listed in *GPZCU EIR* Table 5.6-4. In addition, there are 183 cleanup sites in El Monte listed on GeoTracker for which the LARWQCB has open cases and the potential to negatively affect groundwater quality, and an additional 17 cleanup sites for which cases have been closed.

The *City of El Monte General Plan* Public Health and Safety Element addresses the protection of residents and business employees from potential hazards with the following policies:

- Policy PHS-5.1 *Superfund*. Proactively work with the San Gabriel Water Quality Authority, EPA, and state and federal agencies to expedite the full cleanup of the El Monte Operable Unit.
- Policy PHS-5.2 *Land Uses*. Require businesses that store, generate, use, or transport large or toxic quantities of hazardous materials or wastes to comply with county fire department standards.
- Policy PHS-5.3 *Household Hazardous Waste*. Encourage the proper reduction of household hazardous waste and disposal through comprehensive public education, recycling efforts, and collection programs.
- Policy PHS-5.4 *Transportation*. Work with governmental agencies to ensure that transporters of hazardous wastes and materials follow safety guidelines and redesignate truck routes away from neighborhoods and sensitive land uses where spills may occur.
- Policy PHS-5.5 *Air Pollution*. Reduce public exposure to toxic air contaminants through appropriate land use policy, transportation strategies, and prohibition or phasing out of incompatible emission sources.
- Policy PHS-5.6 *Emergency Planning*. Continue to be prepared, through proper emergency planning activities, to respond effectively to disasters related to hazardous materials and wastes.



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The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Future development proposals would be required to comply with all applicable policies, regulations, and development standards, along with project-specific conditions and mitigation measures to reduce potential impacts required as part of the development review and environmental impact processes. Adoption and implementation of the proposed project would not pose a significant hazard to the public or the environment, or involve the transportation, use, or storage of hazardous or potentially hazardous materials. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**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 FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?**

The San Gabriel Valley Airport (formerly called El Monte Airport) is located within the City of El Monte. The San Gabriel Valley Airport has three planning boundaries regarding safety: an airport influence area and two Runway Protection Zones.

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**F. WOULD THE PROJECT IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?**

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Adoption and implementation of the proposed project would not impair the implementation of the City's NHMP or interfere with other applicable emergency response or evacuation plans. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.10 HYDROLOGY AND WATER QUALITY

Would the project:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
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:				
1) Result in a substantial erosion or siltation on- or off-site?			✓	
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
3) 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?			✓	
4) 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?			✓	

### PRIOR ENVIRONMENTAL FINDINGS

#### General Plan and Zoning Code Update EIR

##### *Surface Water Flows Into Drainage Systems*

Nearly all of the City of El Monte is developed with urban uses. While the GPZCU would change land use designations for some portions of the City, the GPZCU is not expected to cause a substantial increase in the amount of impervious surfaces in the City. Therefore, the GPZCU is not expected to result in a substantial increase in surface water flows into drainage systems in the San Gabriel and Los Angeles River Watersheds.

The *GPZCU EIR* concluded that with implementation of regulatory requirements, the impacts relative to surface water flows into drainage systems would be less than significant.



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### ***Groundwater Recharge***

Nearly all of the City of El Monte is developed with urban uses. The GPZCU is not expected to result in a substantial increase in impervious areas and thus, is not expected to substantially reduce the land area available for groundwater recharge.

The *GPZCU EIR* concluded that with implementation of regulatory requirements, impacts relative to groundwater recharge would be less than significant.

### ***Pollutant Concentration Increases***

Future developments implemented in accordance with the GPZCU would be required to comply with Clean Water Act requirements. These requirements include the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for the construction phase of a development project, and a Water Quality Management Plan (WQMP) for the operation phase of a development project. The SWPPP specifies Best Management Practices (BMPs) that are intended to minimize erosion and pollution of runoff during the construction phase of each development. The WQMP prescribes structural, operations, and maintenance BMPs with the aims of minimizing water pollution and erosion during the operation phase of each development.

The *GPZCU EIR* concluded that with implementation of regulatory requirements, impacts relative to increases in pollutant concentrations would be less than significant.

### ***Dam Inundation***

The Santa Fe Dam is used for flood control and for spreading water for groundwater recharge; the dam does not normally impound a reservoir. The dam's maximum water storage capacity is 30,887 acre-feet. After periods of upstream flooding, the water level behind the dam is reduced to the debris pool capacity of 3,594 acre-feet. The water level behind the dam is then reduced further by the release of water into spreading basins. Therefore, the likelihood that at the time of an earthquake there would be enough water impounded by the dam to cause a substantial risk of flooding in El Monte due to dam failure is very low.

The Whittier Narrows Dam is used for flood control and water conservation storage; the dam does not normally impound a reservoir. The combined capacity of the two water conservation pools behind the dam is 3,030 acre-feet, while the dam's total water storage capacity is 34,947 acre-feet. When the water level behind the dam exceeds the water conservation pools, flows are released into the Rio Hondo Channel and the San Gabriel River. The capacities of the Rio Hondo Channel and the San Gabriel River below the dam total approximately 49,600 cfs (1,756 acre-feet per day). Therefore, the likelihood of upstream flooding that would pose a substantial risk of inundation in El Monte is considered to be very low.

The *GPZCU EIR* concluded less than significant impacts relative to dam inundation.

### ***Seiche, Tsunami, or Mudflow Inundation***

The City of El Monte is located approximately 23 miles inland from the Pacific Ocean, and as such, is at no risk of inundation by tsunamis. As for potential inundation by seiche, there are aboveground water tanks at five locations in the City. Of these locations, only the tower-mounted water tank near the intersection of Railroad Drive and



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Arden Avenue is on land for which the GPZCU may change the land use designation. This tank is on a large industrial parcel that is surrounded to the north, east, and south by industrial uses. The nearest residential use to the tank is approximately 1,200 feet to the west. Development in accordance with the GPZCU would not cause a substantial risk of inundation due to potential failure of this tank. The other four water tank locations are not in areas where the GPZCU would change land use designations. Therefore, the GPZCU would not create any new risk arising from flooding at any of the four locations.

There are gravel pits with pools of water in the lower parts of the pits that are located near the northern and northeastern boundaries of the City. The GPZCU would not change land use designations along the edges of the City that are in the vicinity of the gravel pits. Therefore, the GPZCU would not create any new risk of flooding due to seiches from the gravel pits.

Small areas along the City's northeastern boundary are considered to be at some risk of mudflow because earthquake-induced landslides and liquefaction have occurred there. The GPZCU would not change land use designations in that portion of the City. Therefore no new risk due to mudflows would occur as a result of the GPZCU.

The *GPZCU EIR* concluded less than significant impacts relative to inundation by seiche, tsunami, or mudflow.

### ***Flood Hazard Areas***

The Initial Study for the *GPZCU EIR* concluded that no housing is located within a 100-year flood as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, nor would the GPZCU place any structures within a 100-year flood hazard area that would impede or redirect flood flows.

The *GPZCU EIR* concluded less than significant impacts relative to flood hazard areas.

## **IMPACT ANALYSIS**

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City's share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaptation and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.



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**A. WOULD THE PROJECT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUND WATER QUALITY?**

Surface water and groundwater quality in the City of El Monte is similar to that which is characterized for other urbanized areas surrounding the City and within the County of Los Angeles. The City encourages development projects to be designed with pervious materials and landscaped areas to enhance on-site capture and absorption of stormflows. Also, through the implementation of National Pollution Discharge Elimination System (NPDES) program requirements, the City guards against high pollutant loads and erosive materials in surface runoff.

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Future development proposals would be required to provide for the elimination/reduction of pollutant discharges, including capture and treatment of dry weather and first flush runoff in a manner consistent with Los Angeles Regional Water Quality Control Board (LARWQCB) requirements. All storm water discharges must comply with applicable provisions of Los Angeles County's NPDES permit. As a co-permittee, the City is responsible for implementation of the requirements of the NPDES permit issued to the County. Consistent with LARWQCB/NPDES and City requirements, appropriate Best Management Practices (BMPs) would be required throughout construction processes of future development proposals, thereby controlling potential discharge of pollutants, preventing sewage spills, and avoiding discharge of sediments into streets, stormwater channels, or waterways. In addition, long-term water quality impacts associated with future development proposals would also be avoided through the implementation of structural, non-structural and treatment control BMPs and low impact development (LID) design considerations and operational and maintenance requirements that are identified in the Water Quality Management Plan (WQMP) prepared for each future development proposal to ensure that long-term water quality impacts are minimized. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**B. WOULD THE PROJECT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDED SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN?**

The City of Puente's water provider is the El Monte Valley County Water District. The City's source of domestic water is groundwater from three extraction wells. Also, the City has been fully urbanized for many years with established hydrology and water quality systems.

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Future development proposals would be reviewed by the City to determine if there is any change to existing runoff conditions or potential increases in the amount of impervious surfaces. In addition, future development proposals would be required to comply with all applicable policies, regulations, and development standards, along with project-specific conditions and mitigation measures to reduce potential impacts required as part of the development review and environmental impact processes. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.



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**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

- C. WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF STREAM OR RIVER, IN A MANNER WHICH WOULD:**
- 1. RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?**
  - 2. SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF-SITE?**
  - 3. 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?**

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. As such, the proposed project does not propose to alter the existing drainage pattern of any site in the City, nor does it propose to alter any streams or rivers resulting in substantial erosion, surface runoff resulting in flooding, or runoff existing the system's capacity. Any future development proposals would occur on urban land consistent with adopted land use policy, which provides for protection of existing drainage courses. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**4. IMPEDE OR REDIRECT FLOOD FLOWS?**

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Infrastructure exists with the City, and thus, storm water runoff associated with future development proposals would continue to be conveyed and discharged into the local stormwater system. Additionally, construction of future development proposals would be restricted within the individual site boundary. As such, implementation of the proposed project would not lead to on-site or off-site siltation or erosion impeding or redirecting flood flow. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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**D. WOULD THE PROJECT IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES, RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION?**

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. No portion of the City of El Monte is located within a 100-year floodplain as delineated on Flood Insurance Rate Maps (FIRM) published by the Federal Emergency Management Agency (FEMA), and adoption and implementation of the proposed project would not result in the placement of housing within a flood hazard area. Also, the City of El Monte is not located near any body of water or water storage facility that would be considered susceptible to seiche. Nor is the City of El Monte Park located proximate to the Pacific Ocean and as such, is not subject to tsunami hazards. The City is relatively flat and fully urbanized, and thus, is not susceptible to mudflows. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**E. WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN?**

The *Water Quality Control Plan Los Angeles Region, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan)* is the water quality control plan for the greater Los Angeles Basin, including the City of El Monte. The *Basin Plan* designates beneficial uses, establishes water quality objectives, and contains implementation programs and policies to achieve those objectives for all waters addressed through the Basin Plan.

In 2014, the Governor signed the Sustainable Groundwater Management Act (SGMA) into law, which requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.

The City of El Monte's water supply is primarily groundwater, extracted by production wells from the Main San Gabriel Groundwater Basin. Pursuant to the SGMA, the Main Basin was named as an adjudicated groundwater basin and thus, the El Monte Valley County Water District is exempt from the requirements of developing a GSP.

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. The proposed project would not conflict with or obstruct implementation of a water quality control plan or a sustainable groundwater management plan. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.11 LAND USE AND PLANNING

Would the project:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
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?			✓	

### PRIOR ENVIRONMENTAL FINDINGS

#### General Plan and Zoning Code Update EIR

##### *Divide an Established Community*

One of the primary purposes of land use planning is to minimize the impacts of land use changes to adjacent areas and to ensure the compatibility of these uses. One of the purposes of the El Monte General Plan is to guide development in the City so that conflict between land uses is reduced and the beneficial characteristics of neighborhoods are maintained. In general, the majority of the City’s existing land uses were retained in place in the new plan, and focused changes occurred in areas that were either underutilized or required specialized land use guidance or refinement. Focused land use changes also occurred in areas where change is either imminent and needs guidance or where change is desired and needs stimulation and guidance. Policies found in each element of the GPZCU would be used to guide this type of development in the City and to limit land use conflicts. None of these changes in land use policy would result in the division of an established community.

The *GPZCU EIR* concluded less than significant impacts relative to the division of an established community.

##### *Conflict with Applicable Plans*

The GPZCU is meant to guide development for the City for the next 20 years. The policies and programs listed in the GPZCU would be compatible with regional and local planning documents.

Consistency with SCAG Regional Planning Documents. The consistency of the GPZCU with the Compass Blueprint Regional Growth Principles and the 2008 RTP is shown in *GPZCU EIR* Tables 5.8-4 and 5.8-5. Objectives and policies listed in the elements of the GPZCU indicate the plan’s consistency with regional growth practices. The policies of the GPZCU demonstrate consistency with all of SCAG’s policies. This table also demonstrates that the GPZCU contains policies that encourage the City to participate in regional programs and issues.

Preferred Land Use Alternative. The Preferred Land Use Alternative forms the basis for the GPZCU and represents a guide for the City’s future development. As shown in *GPZCU EIR* Table 5.8-6, the Preferred Land Use Alternative provides sufficient dwelling unit, population, and employment capacity to exceed SCAG’s projections for 2010.



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While the buildout projections under the Preferred Land Use Alternative are based on land use acreages, building-intensity factors, specific plan information, and population density assumptions, they do not guarantee that the City would reach these capacities. Rather, they provide a measuring stick of what buildout could mean in terms of total dwelling units, population, and employment.

The objectives of the Preferred Land Use Alternative include:

- Provide a comprehensive update to the City's General Plan and Zoning Code for the efficient use of land and to promote the use of infill development.
- Create and/or enhance concentrated nodes of activity within the City through the intensification and mix of uses to stimulate activity in key areas of the City.
- Provide a sustainable mix of complementary land uses through the designation and development of focused areas for housing, business, parks and recreation, public facilities, and other land uses.
- Strengthen districts through the application of new general plan land use designations, comprehensive planning, and design techniques that build on assets of different strategic areas in El Monte.

The Preferred Land Use Alternative and the policies in the GPZCU strive to preserve and ensure land use compatibility throughout the City. Although the GPZCU serves as the framework for the future development of the City, several other planning tools help achieve the City's vision. The goals and policies of the City's Specific Plans and redevelopment areas were considered in the formulation of the Preferred Land Use Alternative.

The GPZCU provides a basis for zoning and development standards in the *Municipal Code*. The *Municipal Code* is not being updated with the GPZCU. However, the land uses specified in the Zoning Ordinance are based upon, and must be consistent with, the land use policies set forth in the Land Use Element.

The *GPZCU EIR* concluded less than significant impacts relative to conflicts with applicable plans.

### IMPACT ANALYSIS

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City's share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaptation and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

#### A. WOULD THE PROJECT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?

The City of El Monte has been fully urbanized for many years with established development throughout the City.

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals nor provide for new land use uses that would physically divide or disrupt established neighborhoods or create physical barriers in El Monte. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.



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**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**B. WOULD THE PROJECT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY APPLICABLE LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?**

The City is required by State law to facilitate development commensurate with its allocated share of regional housing needs; however, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element. The 2021-2029 Housing Element enhances the *General Plan* goals and policies calling for additional housing types and expanding the supply of housing, and the Public Health and Safety Element Update addresses environmental justice within the community, while strengthening the City's resilience relative to fire hazards and climate adaptation. Also, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District. Refer to Table 2-3, Overview of Proposed Updates to Community Design, Land Use, and Economic Development Elements.

Buildout of the GPZCU is forecast to add about 5,484 residential units and 12,006,655 square feet of nonresidential land uses to the City, inclusive of future development associated with adoption and implementation of the proposed project. The adoption and implementation of the proposed project further enhance the goals, policies, and actions in the *General Plan*, would not conflict with goals or objectives contained within regional plans, or cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Future development proposals would be required to comply with all applicable regulations and development standards, along with project-specific conditions and mitigation measures to reduce potential impacts required as part of the development review and environmental impact processes. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.12 MINERAL RESOURCES

Would the project:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
A. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			✓	
B. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?			✓	

### PRIOR ENVIRONMENTAL FINDINGS

#### General Plan and Zoning Code Update EIR

##### *Known Mineral Resource*

The Initial Study for the *GPZCU EIR* determined that implementation of the *GPZCU* would not result in the loss of a known mineral resource of value to the region and the residents of the state. As a result, impacts to known mineral resources were not further analyzed in the *GPZCU EIR*.

The *GPZCU EIR* concluded no impacts relative to the loss of a known mineral resource.

##### *Locally-Important Mineral Resource Recovery Site*

The Initial Study for the *GPZCU EIR* determined that implementation of the *GPZCU* would not 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. As a result, impacts to locally-important mineral resource recovery sites were not further analyzed in the *GPZCU EIR*.

The *GPZCU EIR* concluded no impacts relative to locally-important mineral resource recovery sites.

### IMPACT ANALYSIS

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City’s share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaption and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.



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The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.

**A. WOULD THE PROJECT RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?**

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Within the City, there are no known mineral resource of value to the region and the residents of the State. Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**B. WOULD THE PROJECT RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?**

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. There are no known locally important mineral resource recovery sites in the City. Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.13 NOISE

Would the project result in:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
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?			✓	

## PRIOR ENVIRONMENTAL FINDINGS

### General Plan and Zoning Code Update EIR

The *GPZCU EIR* concluded that buildout of the General Plan would result in significant and unavoidable noise impacts from transportation sources, sources of groundborne vibration, and the overall increase in existing noise levels.

#### *Transportation Source Noise*

Roadway Traffic Noise. The noise contours for projected buildout year 2035 conditions are presented in *GPZCU EIR* Figure 5.9-4, which show the future noise levels from mobile sources. Any siting of new noise-sensitive land uses within a noise environment that exceeds the normally acceptable land use compatibility criterion represents a potentially significant impact and would require a separate noise study through the development review process to determine the level of impacts and required mitigation. To ensure the compatibility of new development in the City, the Public Health and Safety Element contains a number of policies, to minimize potential impacts on sensitive land uses. As shown in *GPZCU EIR* Figure 5.9-4, noise-sensitive land uses would be exposed to roadway noise levels that exceed the City’s noise compatibility standards and impacts would be significant and unavoidable.

Train Traffic Noise. Noise from trains is generated by crossing bells, engines, exhaust noise, air turbulence generated by cooling fans, and other noise. The interaction of steel wheels with rails generates (1) rolling noise; (2) impact noise from a discontinuity in the running surfaces; and (3) squeals generated by friction on tight curves. Noise generated by a train passing is dominated first by the train horn and second by the train engines and cars. Train horns are required by the Federal Railroad Administration (FRA) to sound at a minimum of 100 dBA, as measured from 100 feet from the train. Train noise is infrequent but of high magnitude. Therefore, single-event noise levels need to be considered in a noise impact assessment. Based on data obtained from the noise monitoring, a single train event would produce noise levels that range from 75 to 86 dBA Leq (76 to 94 dBA Lmax) at the nearest noise-sensitive uses, which are residential uses adjacent to the Union Pacific Railroad (UPRR) (right-of-way).



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The GPZCU would not increase the magnitude of noise experienced for each train movement at noise-sensitive uses proximate to the UPRR right-of-way. However, noise-sensitive uses are likely to experience an increase in train movements due to increased goods movement primarily from the Los Angeles and Long Beach ports. *GPZCU EIR* Figure 5.9-4 illustrates noise levels that would occur under year 2035 conditions with existing track and station infrastructure. Because train movements are anticipated to generally increase, train noise is anticipated to result in a significant noise impact at noise-sensitive uses in the City of El Monte.

The *GPZCU EIR* concluded that despite the imposition of regulatory requirements and Mitigation Measure 9-1, impacts are significant and unavoidable.

### ***Construction Vibration***

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment. Operation of construction equipment generates vibrations which spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and receptor building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, and slight structural damage at the highest levels. Ground vibrations from construction activities rarely reach the levels that can damage structures, but can achieve the audible and perceptible ranges in buildings close to the construction site. *GPZCU EIR* Table 5.9-12 lists vibration source levels for construction equipment.

Vibration generated from construction equipment has the potential to exceed the vibration annoyance thresholds shown in *GPZCU EIR* Table 5.9-11. As such, significant vibration impacts may occur from construction equipment associated with buildout of the GPZCU.

The *GPZCU EIR* concluded that despite the imposition of regulatory requirements and Mitigation Measure 9-2, impacts are significant and unavoidable.

### ***Groundborne Vibration and Noise***

On-Road Mobile-Source Vibration. Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses. Caltrans notes that “heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic.” Caltrans further notes that the highest traffic-generated vibrations are along the freeways and state routes. Their study finds that “vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inch per second, with the worst combinations of heavy trucks. This level coincides with the maximum recommended “safe level” for ruins and ancient monuments (and historic buildings). Typically trucks do not generate high levels of vibration because they travel on rubber wheels and do not have vertical movement, which generates ground vibration. Vibrations from trucks may be noticeable if there are any roadway imperfections such as potholes. Because sensitive land uses are not and would not be sited within this distance, any potential for significant vibration impacts is less than significant.

Railroad Vibration. New vibration-sensitive land uses, including residential land uses, would be exposed to groundborne vibration from train operations along the UPRR. Vibration levels in the City from trains are dependent on specific site conditions such as geology and the condition of the railroad track and train wheels. In addition, wood-framed structures could amplify vibration levels felt by occupants by as much as 10 dB (FTA 2006).



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As soil conditions have a strong influence on the levels of groundborne vibration, vibration levels from trains may be amplified. Vibration impacts from the UPRR are based on the potential for rail operations to cause perceptible levels of vibration. If current levels at the residential structure are less than perceptible to residents, future increases in rail traffic would not generate levels of vibration perceptible to residents as the intensity of vibration would not increase, only the frequency. However, vibration-sensitive land uses near the UPRR have the potential to be impacted by perceptible levels of vibration from rail operations. As shown in *GPZCU EIR* Table 5.9-10, train movements can increase substantially dependent on the track routing alternative that is selected for the future. Because of the potential for an increase in the frequency of train movements and their resulting vibrations, vibration impacts from train operations could be potentially significant.

Industrial Vibration. The City prohibits the generation of excessive levels of vibration at vibration sensitive uses from industrial or manufacturing activities under *Municipal Code* Section 17.58.020. Consequently, industrial sources are prohibited from generating substantial levels of vibration and would not result in a significant vibration impact due to annoyance or structural damage.

The *GPZCU EIR* concluded on-road mobile source vibration and industrial vibration impacts to be less than significant.

The *GPZCU EIR* concluded that despite the imposition of regulatory requirements and Mitigation Measure 9-3, railroad vibration impacts are significant and unavoidable.

### ***Construction Activities: Temporary Increases in Noise Environment***

Short-term noise impacts are associated with demolition, site preparation, grading, and building construction of the proposed land uses. *GPZCU EIR* Table 5.9-13 lists typical construction equipment noise levels recommended for noise impact assessments based on a distance of 50 feet between the equipment and a noise receptor.

Individual projects that comprise the GPZCU can vary dramatically relative to those factors that influence the noise level and the perception of noise. It is probable that development of the proposed project would involve construction activities that occur in close proximity to noise-sensitive uses and would result in substantial levels of noise exposure.

Construction of individual developments associated with buildout of the GPZCU would temporally increase the ambient noise environment. However, the City of El Monte restricts the hours of construction activities to the least noise-sensitive portions of the day. According to the *Municipal Code*, construction activities are limited to the hours specified (6:00 AM and 7:00 PM weekdays and 8:00 AM to 7:00 PM weekends, excluding federal holidays) under, *Municipal Code* Section 5.29-09. However, construction activities may occur outside of these hours if the City determines that the maintenance, repair, or improvement is necessary to maintain public services or cannot feasibly be conducted during normal business hours, or if construction activities comply with the stationary source noise standards of the *Municipal Code* as referenced in *GPZCU EIR* Table 5.9-5. Because construction activities associated with any individual development may occur near noise-sensitive receptors and noise disturbances may occur for prolonged periods of time, construction noise impacts from buildout of the GPZCU are considered significant.

The *GPZCU EIR* concluded that despite the imposition of regulatory requirements and Mitigation Measure 9-4, impacts are significant and unavoidable.



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### ***Airport-Related Noise***

Aircraft overflights, takeoffs, and landings in the City of El Monte contribute to the ambient noise environment. Each of these events exposes sensitive receptors near the San Gabriel Valley Airport (formerly El Monte Airport) or other public and private heliports in the City to elevated noise levels.

San Gabriel Valley Airport. The state considers residential uses in the vicinity of the San Gabriel Valley Airport to be normally acceptable with the airport noise environment so long as they do not extend into the 65 dBA CNEL noise contour. As shown in *GPZCU EIR* Figure 5.9-2, the 65 dBA CNEL noise contour for San Gabriel Valley Airport does not extend beyond the airport property lines and into the City of El Monte and therefore less than significant impacts are anticipated.

Heliports. Public and private heliports in the City also generate noise. There is one heliport at the El Monte Airport. Intermittent flyovers by helicopters are not considered a substantial source of noise in the City, and less than significant impacts would occur.

The *GPZCU EIR* concluded less than significant impacts relative to exposing future residents and workers to airport-related noise.

### **IMPACT ANALYSIS**

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City's share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaptation and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.

- A. WOULD THE PROJECT RESULT IN 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. WOULD THE PROJECT RESULT IN GENERATION OF EXCESSIVE GROUND BORNE VIBRATION OR GROUND BORNE NOISE LEVELS?**

While adoption of the proposed project would not directly result in the construction of housing, implementation of Housing Element policy would facilitate the construction of future development proposals consistent with adopted land use policy. Typically, residential uses do not generate high noise levels. However, individual



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residential development projects may result in the exposure of persons to noise levels in excess of standards established in the General Plan or Noise Ordinance. Without identifying the location of future development proposals, it is not possible to determine if they would be placed near land uses that would generate noise levels or groundborne vibrations that would exceed acceptable standards.

Future development proposals would be required to comply with all applicable regulations and development standards, along with project-specific conditions and mitigation measures to reduce potential impacts required as part of the development review and environmental impact processes. This can include, but is not limited to, *El Monte Municipal Code* requirements; *El Monte General Plan* goals, policies, and implementation programs, including those identified in the proposed project, and mitigation measures. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

### GPZCU EIR Mitigation Measures

The *GPZCU EIR* identified the following mitigation measures, which would be also applicable to future development proposals in the City.

- 9-1 Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour along major roadways, freeways, railroads, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Title 24 and 21 of the California Code of Regulations).
- 9-2 Individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration sensitive uses (i.e., exceed the Federal Transit Administration vibration-annoyance criteria of 78 VdB during the daytime), additional requirements, such as use of less vibration intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).
- 9-3 Prior to the issuance of building permits, any project that involves a vibration-sensitive use directly adjacent to the Union Pacific Railroad shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration-related impacts are found, mitigation measures, such as use of concrete, iron, steel, or masonry materials to ensure that levels of vibration amplification are within acceptable limits to building occupants, shall be implemented. Pursuant to the Federal Transit Administration vibration-annoyance criteria, these acceptable limits are 78 VdB during the daytime and 72 VdB during the nighttime for residential uses, 84 VdB for office uses, and 90 VdB for workshops.
- 9-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction



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equipment to no more than five minutes, shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.

**Transportation Source Noise.** The *GPZCU EIR* concluded that despite the imposition of regulatory requirements and Mitigation Measure 9-1, impacts are significant and unavoidable. Thus, adoption and implementation of the proposed project ensures impacts remain as significant and unavoidable impacts.

**Construction Vibration.** The *GPZCU EIR* concluded that despite the imposition of regulatory requirements and Mitigation Measure 9-2, impacts are significant and unavoidable. Thus, adoption and implementation of the proposed project ensures impacts remain as significant and unavoidable impacts.

**Groundborne Vibration and Noise.** The *GPZCU EIR* concluded on-road mobile source vibration and industrial vibration to be less than significant. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant.

The *GPZCU EIR* concluded that despite the imposition of regulatory requirements and Mitigation Measure 9-3, railroad vibration impacts are significant and unavoidable. Thus, adoption and implementation of the proposed project ensures impacts remain as significant and unavoidable impacts.

**Construction Activities: Temporary Increases in Noise Environment.** The *GPZCU EIR* concluded that despite the imposition of regulatory requirements and Mitigation Measure 9-4, impacts are significant and unavoidable. Thus, adoption and implementation of the proposed project ensures impacts remain as significant and unavoidable impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

### **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?**

Aircraft overflights, takeoffs, and landings in the City of El Monte contribute to the ambient noise environment. Each of these events exposes sensitive receptors near the San Gabriel Valley Airport (formerly El Monte Airport) or other public and private heliports in the City to elevated noise levels.

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Adoption and implementation of the proposed project would not expose future residents or workers in the City to substantial sources of airport or heliport of noise in the City. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.14 POPULATION AND HOUSING

Would the project:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
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?			✓	

### PRIOR ENVIRONMENTAL FINDINGS

#### General Plan and Zoning Code Update EIR

##### *Unplanned Population Growth*

The buildout of the GPZCU Land Use Plan would result in direct and indirect growth in the City of El Monte. Although the increase in employment as proposed in the GPZCU would be larger than the employment projection by SCAG in the 2008 *Regional Transportation Plan (RTP)*, the overall population increase would be within the SCAG projections for 2030. The larger increase in employment under the GPZCU would increase the City’s jobs/housing ratio but the region’s and county’s jobs/housing ratios would remain similar.

Planning Projections for Population, Employment, and Housing. The GPZCU provides buildout assumptions and policies for growth for the next 20 years, until about 2030. *GPZCU EIR* Table 5.10-9 compares the current general plan assumptions with the GPZCU assumptions for residential, population, employment, and nonresidential development growth. By 2030, the GPZCU projects the City’s population to be 149,721, an increase of approximately 14.8 percent from the existing population. As shown in *GPZCU EIR* Table 5.10-9, this is within SCAG’s population projection of 151,455, a 16.1 percent increase over the existing population. The number of proposed housing units allowed under the GPZCU is slightly greater than the SCAG projection. The GPZCU would allow for up to 33,802 housing units and SCAG projects a total of 33,388 units for the City.

Buildout of the GPZCU would allow for more jobs in El Monte than projected by SCAG for 2030. Compared to the existing conditions, the GPZCU would allow for a 59.5 percent increase in jobs in the City, resulting in a total of 58,807 jobs. SCAG projects a 6.0 percent increase in jobs by 2030, creating a total of 39,095 jobs.

Jobs/Housing Ratio. The implementation of the GPZCU would result in both a direct and indirect increase in population. The addition of housing would directly cause population growth and the increase in employment opportunities would indirectly cause population growth. The larger increase in employment in the City under the GPZCU, as compared to SCAG’s projections, would increase the City’s projected 2030 jobs/housing ratio from 1.17 to 1.74, as shown in *GPZCU EIR* Table 5.10-10. This jobs/housing ratio would be more jobs rich than the existing (2010) jobs/housing ratio of 1.28 for the City. With a higher number of jobs within the City, there would be greater



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potential for residents to find jobs locally, reducing commute times and distances and subsequently the air quality, greenhouse gas emissions, and noise issues related to commuting.

The implementation of the GPZCU in El Monte would not change population, housing, and employment projections for the San Gabriel Valley Council of Governments (COG) or Los Angeles County substantially. The jobs/housing ratios for these two areas would also remain similar, as shown in *GPZCU EIR* Table 5.10-11. As mentioned above, the City's jobs/housing ratio would increase from 1.17 to 1.74 by 2030, assuming full buildout of the GPZCU Land Use Plan.

In conclusion, implementation of the GPZCU would result in both a direct and indirect increase in population. The addition of housing would directly cause population growth and the increase in employment opportunities would indirectly cause population growth.

The *GPZCU EIR* concluded that impacts to population and housing resulting from the GPZCU would be less than significant.

### ***People or Housing Displacement/Replacement Housing Construction***

The Initial Study for the *GPZCU EIR* determined that the GPZCU would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. As a result, impacts to people or housing displacement or the need to construct replacement housing were not further analyzed in the *GPZCU EIR*.

The *GPZCU EIR* concluded that impacts to people or housing displacement or the need to construct replacement housing resulting from the GPZCU would be less than significant.

## **IMPACT ANALYSIS**

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City's share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaptation and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.



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**A. WOULD THE PROJECT INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?**

The City of El Monte has been fully urbanized for many years with established development throughout the City.

The Southern California Association of Governments (SCAG) is the responsible agency for developing and adopting regional housing and population forecasts for local Los Angeles County governments, among other counties, and provides population projection estimates in five-year increments. On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt *Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)*, and the *Addendum to the Connect SoCal Program Environmental Impact Report*.

SCAG's Regional Housing Needs Assessment (RHNA) for the El Monte 2021-2029 housing element period is 8,502 housing units.

As of 2019, the City of El Monte included a population of 115,487 and 29,913 households. *Connect SoCal* projects a 2040 population of 137,200 and 34,700 households for the City of El Monte. Refer to Table 4.14-1, 2019 and 2040 Population and Household Projections.

**TABLE 4.14-1  
2019 AND 2040 POPULATION AND HOUSEHOLD PROJECTIONS**

	2019	2040	Change 2019 - 2040
Population	115,487	137,200	21,713
Households	29,913	34,700	4,787
Sources: Southern California Association of Governments, Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy) Regional Growth Forecast (2016, 2020)			

As previously noted, the 2021-2029 Housing Element projects 8,502 housing units during the eight-year period. Adoption and implementation of the 2021-2029 Housing Element provides for adequate sites to accommodate the 2021-2019 RHNA number of 8,502 housing units. Assuming 3.9 persons per household, the City's population could increase by up to 33,158 persons.

SCAG is responsible for both the developing the Regional Growth Forecast and RHNA, and would be responsible for modifying future population and household growth projections to accommodate the 2021-2029 Housing Element and future housing element RHNA numbers for the City of El Monte. And therefore, the proposed project would not induce substantial unplanned population growth within the City either directly or indirectly.



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Thus, adoption and implementation of the proposed project ensure impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**B. WOULD THE PROJECT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING PEOPLE OR HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?**

The 2021-2029 Housing Element sets forth policies and programs that encourage and facilitate housing production, as well as aim to preserve and enhance the existing housing stock. While no new development would be authorized by the adoption of the 2021-2029 Housing Element, the future development of vacant properties or underutilized properties with existing homes could result in the displacement of existing housing or people necessitating the construction of replacement housing elsewhere.

Displacement would be evaluated, if needed, as part of a future proposal's development review and environmental impact processes, along with project-specific conditions and mitigation measures to reduce impacts relative to the displacement of people or residential structures.

Thus, adoption and implementation of the proposed project ensure impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.15 PUBLIC SERVICES

Would the project:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?			✓	

## PRIOR ENVIRONMENTAL FINDINGS

### General Plan and Zoning Code Update EIR

#### *Fire Protection*

The Los Angeles County Fire Department (LACoFD) provides fire protection and emergency medical services for the City of El Monte as part of its Battalion 10. The locations, equipment, and personnel at Battalion 10 stations in and within one mile of El Monte are listed in *GPZCU EIR* Table 5.11-2. There are currently no plans to expand El Monte’s fire services. In the event of a large-scale emergency in the City of El Monte, fire stations from Battalion 10 would respond from Rosemead, Temple City, and South El Monte.

Buildout of the GPZCU would add roughly 24,527 residents and 22,959 employees to the City. Future growth in accordance with the GPZCU is expected to create the typical range of fire service calls, including structure fires, garbage bin fires, car fires, and electrical fires. New equipment would be required in order to provide adequate response times to serve future growth.

Firefighting resources in the City include three fire stations located throughout the City, so that the response time to any resident is under five minutes (defined as one-minute “turnout time” and four-minute drive time), the standard used by the department for maximum first-response time. Much of this increase would be generated by new growth, primarily in the Northwest Business District, Flair Park, and Downtown El Monte areas. As a result, growth in these portions of the City may require an additional fire station or the relocation of existing stations in the City.



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Each of the three existing fire stations in El Monte is generally in the central part of the City, within a one-mile radius of City Hall. Much of the increase in permitted development potential would be in the western and central parts of the City, in the Downtown Core, Flair Park, and the Northwest Industrial District. Therefore, if development pursuant to the GPZCU required construction of a new fire station, it most likely would be needed in the western part of the City. Note that the two LACoFD stations outside of El Monte that are within one mile of the city limits, Stations 42 and 90, are each near the western part of the City. Station 42 is about one mile from Flair Park via Valley Boulevard and Rosemead Boulevard, and is also west of the Northwest Industrial Area, while Station 90 is south of the southwestern part of the City. While firefighters at Stations 42 and 90 would help respond to large emergencies in El Monte, GPZCU buildout could still create a need for an additional fire station.

Future development proposals would be reviewed by the City of El Monte individually and would be required to comply with requirements in effect at the time building permits are issued (i.e., payment of impact fees); or, if the City determines the impacts of a project to be significant, the project would be required to comply with project-specific mitigation measures.

The *GPZCU EIR* concluded less than significant impacts to fire protection with implementation of regulatory requirements and standard conditions of approval.

### ***Police Protection***

The City of El Monte provides police services through its Police Department. The Department enforces local, state, and federal laws, performs investigations and makes arrests, administers emergency medical treatment, and responds to City emergencies. The main police station is at 11333 Valley Boulevard, and includes a temporary jail facility. There are two community relations offices, one at 10503 Valley Boulevard; and a second at 11204 Asher Street. The Police Department also commands an air-support unit office at the El Monte Airport, where two helicopters can be dispatched to assist police operations in the City. The cities of Montebello, Irwindale, and Baldwin Park contract with the City of El Monte to receive air support for police operations as well.

There are currently plans for increasing officers and civilians with the development of the Transit Village. Future growth in accordance with the GPZCU is also expected to increase demand for police services within the City of El Monte. Buildout of the GPZCU would add roughly 24,527 residents and 22,959 employees to the City.

As a result, additional police equipment, facilities, and personnel would be required to provide adequate response times, acceptable public service ratios, and other performance objectives for law enforcement services. The police department is currently funded by the General Fund, although the Police Department supports the use of the existing Community Facilities Funding to mitigate any future impacts to the department due to buildout of the GPZCU.

Future development proposals would be reviewed by the City of El Monte individually and would be required to comply with requirements in effect at the time building permits are issued (i.e., payment of impact fees); or, if the City determines the impacts of a project to be significant, the project would be required to comply with project-specific mitigation measures.

The *GPZCU EIR* concluded less than significant impacts to police protection with implementation of regulatory requirements and standard conditions of approval.



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### **Schools**

The City of El Monte is served by three school districts: Mountain View School District, El Monte City School District, and El Monte Union High School District. *GPZCU EIR* Tables 5.11-3, 5.11-4, and 5.11-5 identify the specific schools serving the City within the Mountain View School District, El Monte City School District, and El Monte Union High School District, respectively. As shown above in *GPZCU EIR* Table 5.11-6, buildout of the GPZCU is estimated to add about 3,839 students to the school districts serving El Monte, creating a need for roughly 128 new classrooms (at a capacity of 30 students per classroom) with proportional numbers of additional teachers and staff.

Individual developments within the City of El Monte would be required to pay school impact fees under *Government Code* Section 65995. School fees levied by school districts under SB 50 are defined as comprising full mitigation for a project's impacts on public schools.

The *GPZCU EIR* concluded less than significant impacts to schools with implementation of regulatory requirements and standard conditions of approval.

### **Library Services**

The City of El Monte features two libraries, both operated by the County of Los Angeles Public Library. The El Monte Library, founded in 1890, is at 3224 North Tyler Avenue, near the Cultural Center. The 12,000-square foot facility presently contains a collection of 100,000 volumes, as well as an extensive collection of publications in English, Spanish, Chinese, and Vietnamese. The Norwood Library is at 4550 North Peck Road in the northeastern part of the City. Norwood library features a 10,000-square-foot facility housing more than 90,000 volumes. Both libraries offer adult and teen programs, summer reading programs for children, meeting rooms, and computer and internet access. Both facilities also boast large selections of job training guides, including the Cesar Chavez Self-Improvement Collection for Job Training and Career Development. Also available are children's computer workstations, internet computer stations, and other learning equipment.

Buildout of the GPZCU would result in an increase in population in the City of El Monte, which is served by the Los Angeles County's El Monte and Norwood libraries. With an anticipated additional population of 24,527 persons in the City, estimated deficiencies in library facilities and collections at GPZCU buildout are listed in *GPZCU EIR* Table 5.11-8. As shown in *GPZCU EIR* Table 5.11-8, if library facilities and collections in the City are not expanded, buildout of the GPZCU would increase deficiencies to 53,418 square feet and up to 224,796 items. There are funding mechanisms in place for new library services. The current sources of revenue for the El Monte and Norwood Libraries are property taxes, County General Fund allocation, special tax, and revenue from fines and fees. The County maintains a library facilities mitigation fee on new residential development projects in all unincorporated areas served by the County of Los Angeles Public Library. Since the fee does not apply to residential development projects in the City, it is recommended that there be discussions regarding future mitigation measures for the impacts of new residential developments on local library services.

The *GPZCU EIR* concluded less than significant impacts to library facilities with implementation of standard conditions of approval.

In summary, the *GPZCU EIR* concluded that public services impacts resulting from GPZCU would be less than significant.



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### IMPACT ANALYSIS

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City's share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaptation and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.

**A. WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE PUBLIC SERVICES:**

- 1. FIRE PROTECTION?**
- 2. POLICE PROTECTION?**

The 2021-2029 Housing Element include policies and programs to facilitate the production of future housing development. As such, new housing units associated with future development proposals could require additional fire and police protection services and facilities for the LACoFD and El Monte Police Department.

Future development proposals would be required to comply with all applicable regulations and development standards, along with project-specific conditions and mitigation measures, as applicable, to reduce potential impacts required as part of the development review and environmental impact processes. In addition, as part of its annual budget process and periodic review of its contracts with the LACoFD and the El Monte Police Department, the City evaluates fire and police protection service levels, and adjusts budgets accordingly to meet identified demand and service goals. This process would continue through the course of the proposed project. With continued application of these programs, the City would be able to address anticipated increased service demands. Thus, adoption and implementation of the proposed project ensure impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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### 3. SCHOOLS?

The 2021-2029 Housing Element includes policies and programs to facilitate the production of future housing development. As such, new housing units associated with future development proposals could require additional school services and facilities within the Mountain View School District, El Monte City School District, and El Monte Union High School District.

New residents in the future housing developments could place an increased demand on school facilities within the Districts. As allowed by State law, the Districts collect fees for new residential construction to help offset the costs of providing additional education facilities and services. Such fees would be paid by developers at the time individual building permits are issued. Pursuant to SB 50, payment of fees to the School Districts is considered full mitigation for project impacts, including impacts related to 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, or other performance objectives for schools. Thus, adoption and implementation of the proposed project ensure impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

### 4. PARKS?

Refer to Section 4.16, Recreation.

### 5. OTHER PUBLIC FACILITIES?

Future development proposals could necessitate public agency oversight, including but not limited to actions by the City of El Monte Community and Economic Development, Public Works, and Police Departments; Los Angeles County Public Works Department; Los Angeles County Fire Department; and County of Los Angeles Public Library. These actions typically fall within routine tasks of these agencies.

Thus, adoption and implementation of the proposed project ensure impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.16 RECREATION

Would the project:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
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?			✓	

### PRIOR ENVIRONMENTAL FINDINGS

#### General Plan and Zoning Code Update EIR

##### Increase Use of Existing Parks or Recreational Facilities

Buildout of the GPZCU is forecast to add about 5,484 residential units and 24,527 residents to the City; the population increase would be about 19.6 percent of the 2009 population of 125,194. Thus, the GPZCU is expected to increase demands for park and recreational facilities by roughly 20 percent. Developments approved and built pursuant to the GPZCU would be required to pay Quimby Act fees to the City for parks and recreation purposes. Quimby Act fees may be used for rehabilitating existing parks and recreation facilities.

The *GPZCU EIR* concluded that impacts to use of existing parks or recreational facilities resulting from the GPZCU would be less than significant.

##### Construction or Expansion of Recreational Facilities

The GPZCU is not a development project, and therefore does not include or require the construction of recreational facilities that would result in any environmental impacts. The implementation of the GPZCU may result in the construction or expansion of recreational facilities; however, the scope, nature and location of these facilities is unknown at this time. Buildout of the GPZCU is forecast to result in a roughly 20 percent increase in the City's population and cause a proportional increase in demands for park and recreation facilities.

The GPZCU contains a standard of two acres of parkland per each 1,000 residents. To meet the standard the City would need to add about 49.05 acres of parkland. As nearly the entire City is built out, it is unlikely that 49 acres of land could be found for development into parkland. Quimby Act fees may be used for rehabilitating existing parks and recreation facilities. The GPZCU contains goals and policies to mitigate potential adverse impacts to the environment that may result from buildout of the GPZCU, including expansion of parks and recreational facilities. In addition, specific future park and recreation facility development projects would require independent CEQA review.



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The *GPZCU EIR* concluded that impacts relative to the construction or expansion of recreational facilities resulting from the GPZCU would be less than significant.

### IMPACT ANALYSIS

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City's share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaptation and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.

#### 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?**

El Monte has been fully urbanized for many years with established development, including recreation facilities, throughout the City.

The 2021-2029 Housing Element includes policies and programs to facilitate the production of future housing development. New residents in future development proposals could place an increased demand on City park facilities. Future development proposals would be required to comply with all applicable regulations and development standards, along with project-specific conditions and mitigation measures, as applicable, to reduce potential impacts required as part of the development review and environmental impact process. Quimby Act park fees paid or other fair share park requirements of new residential developments are used to acquire and/or improve park facilities, which would reduce the impact of additional residents in the City. Potential impacts to recreation facilities associated with future development proposals would be mitigated on a project-by-project basis, as applicable, per *El Monte Municipal Code* requirements. Thus, adoption and implementation of the proposed project ensure impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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**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?**

The proposed project does not include plans for or construction of any recreational facilities. Thus, adoption and implementation of the proposed project ensure impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.17 TRANSPORTATION

Would the project:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
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 Section 15064.3 subdivision (b)?			✓	
C. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
D. Result in inadequate emergency access?			✓	

### PRIOR ENVIRONMENTAL FINDINGS

#### General Plan and Zoning Code Update EIR

A total of 33,802 dwelling units (both single and multifamily housing) and 34,397,496 square feet of nonresidential uses (commercial, industrial, and office uses) are projected for GPZCU buildout. This would be an increase of 5,484 residential units and 12,006,655 square feet of nonresidential uses over existing conditions.

#### Roadway System Level of Service

Morning and evening peak-hour level of service (LOS) were calculated for the study area roadways throughout the City. The forecast peak-hour LOS for the analyzed roadways in future Year 2035 are summarized in *GPZCU EIR* Table 5.13-12.

#### AM Peak Hour Level of Service

As shown in *GPZCU EIR* Table 5.13-4, the majority of roadway segments in the City are forecast to operate at LOS D or better. Several roadway segments are forecast to operate at LOS E; however, these roadways are on major corridors and truck routes and are acceptable per the General Plan standards.

- Westbound Lower Azusa Road between Santa Anita Avenue and Arden Drive
- Westbound Valley Boulevard between Arden Drive and Baldwin Avenue
- Southbound Rosemead Boulevard between I-10 and the south City limit

The following roadway segment is forecast to operate at LOS F and would exceed the General Plan standard of LOS E:

- Westbound Lower Azusa Road between Peck Road and Santa Anita Avenue.



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### ***PM Peak Hour Level of Service***

As shown in *GPZCU EIR* Table 5.13-4, the majority of roadway segments in the City are forecast to operate at LOS D or better. Several roadway segments are forecast to operate at LOS E; however, these roadways are on major corridors and truck routes and are acceptable per the General Plan standards.

- Eastbound Lower Azusa Road between Baldwin Avenue and Arden Drive
- Eastbound Lower Azusa Road between Santa Anita Avenue and Peck Road
- Eastbound Valley Boulevard between Baldwin Avenue and Arden Drive
- Eastbound Valley Boulevard between Ramona Boulevard and I-10 Freeway
- Eastbound Valley Boulevard between I-10 and Garvey Avenue / Cogswell Road
- Eastbound Valley Boulevard between Durfee Avenue and east City limit
- Eastbound Garvey Avenue between Merced Avenue and Santa Anita Avenue
- Northbound Rosemead Boulevard between I-10 and the south City limit
- Southbound Rosemead Boulevard between I-10 and the south City limit
- Northbound and southbound Santa Anita Boulevard between Ramona Boulevard and I-10
- Northbound Santa Anita Avenue between Garvey Avenue and I-10

No roadway segments are forecast to operate at LOS F in the PM peak hour.

Under the GPZCU, the roadway segments within the City would operate at an acceptable LOS during both the AM and PM peak hours. In addition, the level of service would improve for certain roadway segments such as Rosemead Boulevard between the I-10 and the south City limit (from LOS F to LOS E). However, the GPZCU would result in an unacceptable LOS on the roadway segment of Lower Azusa Road between Santa Anita Avenue and Arden Drive during the AM peak hour.

The *GPZCU EIR* concluded significant and unavoidable impacts despite the imposition of Mitigation Measure 13-1.

### **Study Area Intersections Level of Service**

#### ***Intersection Level of Service***

Morning and evening peak-hour LOS were calculated for the study area intersections under the GPZCU conditions and are shown in *GPZCU EIR* Table 5.13-13. As shown in *GPZCU EIR* Table 5.13-13, the following six study area intersections within the City of El Monte would operate at a deficient LOS F and would be significantly impacted under the GPZCU conditions:

- Baldwin Avenue/Valley Boulevard (both AM and PM peak hours)
- Santa Anita Avenue/Lower Azusa Road (PM peak hour only)
- Santa Anita Avenue/Valley Boulevard (PM peak hour only)



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- Peck Road/Ramona Boulevard (PM peak hour only)
- Peck Road/Valley Boulevard (PM peak hour only)
- Durfee Avenue/Ramona Boulevard (PM peak hour only)

The intersection of Durfee Avenue/Valley Boulevard would be improved to operate at an acceptable LOS under the GPZCU conditions due to the City-planned network modifications of Valley Boulevard from Garvey Avenue to the east City limit from a four-lane roadway to a six-lane roadway and the corresponding increased east-west intersection capacity that would result.

The *GPZCU EIR* concluded less than significant impacts with the incorporation of Mitigation Measure 13-2.

### **State Highway Mainline Segments and Intersections Level of Service**

The *GPZCU EIR* analyzed the peak hour operation of the following 15 state highway study intersections:

- Rosemead Boulevard (SR-164)/Telstar Avenue
- Rosemead Boulevard/(SR-164)/Whitmore Street
- I-10 Eastbound Ramps-Aerojet Avenue/Flair Drive
- Baldwin Avenue-I-10 Eastbound Ramps/Flair Drive
- Santa Anita Avenue/I-10 Westbound On-Ramp-Brockway Street
- Santa Anita Avenue/I-10 Eastbound Ramps
- Santa Anita Avenue/Merced Avenue-SR-60 Westbound Ramps
- Santa Anita Avenue/SR-60 Eastbound Ramps
- I-10 Westbound Offramp/Brockway Street
- Toyota-Lexus Entrance/Stewart Street-I-10 Ramps
- Peck Road/I-10 Westbound Ramps
- Peck Road/I-10 Eastbound Offramp
- I-10 Eastbound Onramp/Valley Boulevard
- I-10 Westbound Ramps/Valley Boulevard
- Durfee Avenue/Garvey Avenue-I-10 Ramps

### **State Highway Intersection Level of Service**

Morning and evening peak-hour LOS were calculated for the state highway intersections within the study area under the GPZCU conditions and are shown in *GPZCU EIR* Table 5.13-14. As shown in *GPZCU EIR* Table 5.13-14, the following three state highway intersections within the study area would operate at a deficient LOS E or worse and would be significantly impacted under the GPZCU conditions:

- I-10 Westbound Off-Ramp/Brockway Street



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- Peck Road/I-10 Westbound Ramps
- Peck Road/I-10 Eastbound Off-Ramp

Any improvements involving Caltrans facilities would require their approval. Although the possibility exists for the City to enter into an agreement with Caltrans to construct improvements at impacted state highway intersections, no such agreement currently exists. Therefore, it cannot be guaranteed that such improvements would be implemented.

### ***State Highway Mainline Segment Level of Service***

Morning and evening peak-hour LOS were calculated for the state highway mainline segments within the study area under the GPZCU conditions and are shown in *GPZCU EIR* Table 5.13-15. As shown in *GPZCU EIR* Table 5.13-15, the following two state highway mainline segments within the study area would be significantly impacted under the GPZCU conditions:

- Westbound I-10 freeway in the vicinity of the Valley Boulevard off-ramp during the AM peak hour
- Eastbound I-10 freeway in the vicinity of the Valley Boulevard on-ramp during the PM peak hour

As stated above, facilities under the jurisdiction of Caltrans would be outside the jurisdiction of the City and therefore the timing for implementation of any physical improvements that may be available would be uncertain.

The *GPZCU EIR* concluded significant and unavoidable impacts despite the imposition of Mitigation Measure 13-2 relative to state highway intersections and mainline segments.

### **State Highway Ramp Operations Level of Service**

#### ***State Highway On-Ramp Analysis***

*GPZCU EIR* Table 5.13-16 summarizes the AM and PM peak hour state highway on-ramp queue operations within the study area under the GPZCU conditions and concluded the following two state highway study on-ramps would be significantly impacted under the GPZCU conditions:

- I-10 Eastbound On-Ramp at Flair Drive (PM peak hour)
- I-10 Eastbound On-Ramp at Garvey Avenue (PM peak hour)

#### ***State Highway Off-Ramp Analysis***

*GPZCU EIR* Table 5.13-17 summarizes the AM and PM peak hour state highway off-ramp operations within the study area under the GPZCU conditions and concluded no significant impact at the state highway study off-ramps would occur under the GPZCU conditions.

State highway facilities are under the jurisdiction of Caltrans and implementation of any traffic improvements to these facilities would be outside jurisdiction of the City. Therefore, although feasible physical improvements to these facilities may be available as indicated in the traffic study prepared by RBF Consulting, it cannot be guaranteed that such measures would be implemented. While Mitigation Measure 13-2 would incorporate measures to reduce traffic impacts to state highway on-ramp operations, identified traffic impacts would remain.



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The *GPZCU EIR* concluded significant and unavoidable impacts despite the imposition of Mitigation Measure 13-2 relative to state highway ramp operations.

### **Congestion Management Plan Service Standards**

Rosemead Boulevard and Interstate 10 (I-10) are the only two roadways identified in the Los Angeles County Congestion Management Plan (CMP) within the City of El Monte. The following are the designated roadway segments identified in the CMP that would be impacted by GPZCU traffic:

- Rosemead Boulevard between I-10 and South City Limits (near Garvey Avenue)
- I-10 between Rosemead Boulevard and East City Limits (near Durfee Avenue)

### ***Rosemead Boulevard: CMP Designated Local Roadway***

The LOS for the roadway segment of Rosemead Boulevard between I-10 and Garvey Avenue is shown in *GPZCU EIR* Table 5.13-18, and shows that under future year 2035 the roadway segment would not operate at LOS F. Under the GPZCU, the southbound direction during the AM peak hour would improve from LOS F to LOS E. The GPZCU would increase the V/C ratio of the northbound direction during the AM peak hour by 0.058; however, it would not cause the level of service to lower to LOS F.

The *GPZCU EIR* concluded less than significant impacts to a CMP-designated local roadway.

### ***Interstate 10: CMP-Designated Freeway Mainline***

As shown in *GPZCU EIR* Table 5.13-15, buildout of the GPZCU would result in various mainline segments of I-10 operating at a deficient LOS that would result in a significant impact. Therefore, the GPZCU would result in a significant impact for the CMP-designated freeway mainline segment.

State highway facilities are under the jurisdiction of Caltrans and implementation of any traffic improvements to these facilities would be outside jurisdiction of the City. Therefore, although feasible physical improvements to these facilities may be available as indicated in the traffic study prepared by RBF Consulting, it cannot be guaranteed that such measures would be implemented. While Mitigation Measure 13-2 would incorporate measures to reduce traffic impacts to state highway mainline segments, identified traffic impacts would remain.

The *GPZCU EIR* concluded significant and unavoidable impacts despite the imposition of Mitigation Measure 13-2 relative to CMP service standards.

### **Emergency Access**

Buildout of the GPZCU would result in changes to the circulation network, but would not increase hazards due to design features. The proposed roadway classification standards include roadway design standards as part of the City's Mobility Plan that would preclude the construction of any unsafe features. Additionally, a review of emergency access is included as part of the City's Design Review process and would be evaluated at the project-specific level.



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The *GPZCU EIR* concluded no impacts relative to emergency access with implementation of regulatory requirements and standard conditions of approval.

### **Motorized and Non-Motorized Alternative Transportation**

The GPZCU Circulation Element identified various strategies and approaches to accommodate multiple modes of travel, and accounts for improvements and enhancements to roadways (for passenger cars, trucks, buses, and bicycles), rail lines (for freight and passenger rail), and trails and walkways (for bicycles and pedestrians). The GPZCU Circulation Element also implement GPZCU Vision Theme 3, Convenient Transportation Choices, and support the creation of a balanced, integrated, multimodal transportation system in the City.

Under Theme 3, Convenient Transportation Choices, *it states, "El Monte will be a City where people can easily and safely access community facilities and services by convenient transportation choices that efficiently connect El Monte to the region."* This vision embraces the complete-streets notions that 1) streets should be pedestrian and bicycle friendly, fully accessible to people with disabilities, and safe for walking to schools, commercial centers, neighborhoods, and parks; 2) that traffic should be effectively managed to reduce impacts to neighborhoods and improve public safety; 3) that public transit choices should increase the availability of and use of transit; and 4) that pedestrian and bicycle paths should encourage walking, bicycling, and connections to amenities. Policies and elements within the Circulation Element—in addition to the other elements of the GPZCU —support the creation of a balanced, integrated, multimodal transportation system.

The *GPZCU EIR* concluded that upon implementation of regulatory requirements and standard conditions, impacts relative to motorized and non-motorized alternative transportation would be less than significant.

### **IMPACT ANALYSIS**

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City's share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaption and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.



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**A. WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES?**

The City of El Monte has been fully urbanized for many years with established development, roads, and transportation systems.

All future development proposals would be evaluated, if applicable, for potential conflicts with relevant circulation plans, ordinances, or policies relative to transit, bicycle, pedestrian, and roadway facilities. Thus, it is not anticipated that adoption and implementation of the proposed project would significantly impact the effectiveness or performance of existing pedestrian, bicycle, or multi-purpose trail facilities, nor would it limit the accessibility for pedestrians or future cyclists, or their ability to utilize existing facilities.

In addition, there is the potential for future development proposals at specific locations throughout El Monte to contribute to congestion on roadways and at intersections. The City may also require specific roadway or signal improvements to address impacts directly attributable to a specific development proposal. In addition, future development would be subject to *GPZCU EIR* Mitigation Measures 13-1 and 13-2, as applicable. These practices would continue as a means of addressing potential traffic concerns associated with individual projects.

**GPZCU EIR Mitigation Measures**

The *GPZCU EIR* identified the following mitigation measures, which would be applicable to future development proposals in the City.

- 13-1 The Circulation Element of the proposed General Plan shall be consistent with the traffic study prepared by The Mobility Group with the exception of the enhanced intersections as identified on [pending]. All intersections identified in The Mobility Group traffic study as an enhanced intersection shall be consistent with the RBF-prepared traffic study.
- 13-2 The Circulation Element of the proposed General Plan shall be consistent with the RBF-prepared traffic study and all the traffic mitigation measures recommended therein.

**Roadway System Level of Service.** The *GPZCU EIR* concluded that despite the imposition of regulatory requirements and Mitigation Measure 13-1, impacts are significant and unavoidable. Thus, adoption and implementation of the proposed project ensures impacts remain as significant and unavoidable impacts.

**Study Area Intersections Level of Service.** The *GPZCU EIR* concluded that despite the imposition of regulatory requirements and Mitigation Measure 13-2, impacts are significant and unavoidable. Thus, adoption and implementation of the proposed project ensures impacts remain as significant and unavoidable impacts.

**State Highway Mainline Segments and Intersections Level of Service.** The *GPZCU EIR* concluded that despite the imposition of regulatory requirements and Mitigation Measure 13-2, impacts are significant and unavoidable. Thus, adoption and implementation of the proposed project ensures impacts remain as significant and unavoidable impacts.



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**State Highway Ramp Operations Level of Service.** The *GPZCU EIR* concluded that despite the imposition of regulatory requirements and Mitigation Measure 13-2, impacts are significant and unavoidable. Thus, adoption and implementation of the proposed project ensures impacts remain as significant and unavoidable impacts.

**Congestion Management Plan Service Standards.** The *GPZCU EIR* concluded that despite the imposition of regulatory requirements and Mitigation Measure 13-2, impacts are significant and unavoidable. Thus, adoption and implementation of the proposed project ensures impacts remain as significant and unavoidable impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

### **B. WOULD THE PROJECT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3 SUBDIVISION (B)?**

At the time the *GPZCU EIR* was certified in certified in 2011, SB 743 was not in place and thus, the *GPZCU EIR* did not evaluate this threshold.

The 2018 updates to the *CEQA Guidelines* included a new threshold requiring a determination of consistency with *CEQA Guidelines* Section 15064.3. *CEQA Guidelines* Section 15064.3 requires an analysis of Vehicle Miles Travelled (VMTs), in accordance with California Senate Bill (SB) 743. Level of Service (LOS) had been used as the basis for determining the significance of traffic impacts as standard practice in CEQA documents for decades. In 2013, SB 743 was passed, which is intended to balance the need for LOS for traffic planning with the need to build infill housing and mixed-use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes-competing needs. At full implementation of SB 743, the California Governor's Office of Planning and Research (OPR) replaced LOS as the metric against which traffic impacts are evaluated with a metric based on VMTs. The City of El Monte will implement CEQA Guidelines Section 15064.3 for applicable development applications submitted after July 1, 2020 to determine whether the development would have a significant transportation and traffic impact.

*Public Resources Code* Section 21099 defines Transit Priority Areas (TPAs) as an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program. *Public Resources Code* Section 21155(b) defines High Quality Transit Areas (HQTAs) are defined as areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours.

Within the City of El Monte, there are three TPAs/HQTAs: 1) Interstate 10, 2) El Monte Transit Center, and 3) Metro Busway J Line to Downtown Los Angeles. The El Monte Transit Center is served by Foothill Transit local lines, Metrolink trains, Metro buses, and El Monte shuttles and trolleys. SCAG identifies future TPAs/HQTAs in El Monte in 2045 that would connect to existing ones, which would be along major corridors in the City, including but not limited to Valley Boulevard, Santa Anita Avenue, Live Oak Avenue, Rosemead Boulevard, and Garvey Avenue.



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The City of El Monte has been fully urbanized for many years with established development, roads, and transportation systems.

There is the potential that future development proposals would be located within ½-mile of the existing or future TPAs/HQTAs with access to Foothill Transit local lines, Metrolink trains, Metro buses, and El Monte shuttles and trolley, and thus, would have the potential to reduce vehicle miles travelled (VMT).

Future development proposals would calculate the quantity of vehicle miles travelled associated with the development. The San Gabriel Valley Council of Governments (SCVCOG) developed a vehicle miles travelled evaluation tool with assistance from Fehr & Peers to provide screening and evaluation guidance related to implementation of SB 743. The work effort including analyzing existing traffic conditions in the region to develop a baseline standard that determines significance CEQA thresholds for future land use and transportation projects. Member agencies have adopted these criteria in compliance with SB 743. In addition, a web-based tool was developed to allow city staff and developers to determine if a proposed project would require a full VMT analysis based on each city's adopted CEQA criteria.

The *GPZCU EIR* concluded that vehicle trips associated with GPZCU buildout would result in significant and unavoidable roadway, intersection, and congestion management plan impacts despite the imposition of Mitigation Measures 13-1 and 13-2, regulatory requirements, and standard conditions.

All future development proposals would be evaluated, if applicable, for VMT impacts and any development-related mitigation measures. Thus, adoption and implementation of the proposed project ensures impacts remain as significant and unavoidable impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

### **C. WOULD THE PROJECT SUBSTANTIALLY INCREASE HAZARDS DUE TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?**

The City of El Monte has been fully urbanized for many years with established development, roads, and transportation systems.

Future development proposals would be evaluated to determine the appropriate land use permit for authorizing its use and the conditions for their establishment and operation. At a minimum, compliance with relevant *El Monte Municipal Code* standards would be required. In addition, future development proposals would be subject to review and approval by the City of El Monte Community Development and Public Works Departments. Access to a future development proposal site would be required to comply with all City design standards, which preclude the potential for dangerous conditions.

Also, future development proposals would be evaluated to ensure that adequate access and circulation to and within the future development site is provided. Access to the site must comply with all City design standards and would be reviewed by the City of El Monte and the Los Angeles County Fire Department to ensure that inadequate



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design features or incompatible uses do not occur and that they are designed to meet adopted standards. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

### D. WOULD THE PROJECT RESULT IN INADEQUATE EMERGENCY ACCESS?

The City of El Monte has been fully urbanized for many years with established development, roads, and transportation systems.

No change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element. However, the 2021-2029 Housing Element does include policies and programs that would facilitate the production of future housing development. The City of El Monte and the Los Angeles County Fire Department (LACoFD) would review the future development proposals in order to ensure that they are designed to meet adopted standards and provide adequate emergency access. In addition, roadways and driveways associated with future development proposals would be required to meet LACoFD emergency access standards, as well as comply with requirements from LACoFD and Los Angeles County Sheriff Department (LASD) on a project-by-project basis. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.18 UTILITIES AND SERVICE SYSTEMS

Would the project:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
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?			✓	

## PRIOR ENVIRONMENTAL FINDINGS

### General Plan and Zoning Code Update EIR

#### *Water*

Supply and Distribution Systems. Water agencies, districts, and suppliers in the San Gabriel Basin generally obtain their water from groundwater extraction. Some agencies and jurisdictions replenish this water supply by groundwater recharge through spreading grounds located along the San Gabriel and Rio Hondo Rivers. Imported water purchased from the Metropolitan Water District of Southern California (MWD) and recycled water from Whittier, Pomona, and San Jose water reclamation plants are also used for recharge. The Main San Gabriel Basin Watermaster is responsible for administering water rights allocations, including water spreading activities, within the Main San Gabriel Basin.

The City of El Monte's water supply is primarily groundwater, extracted by production wells from the Main San Gabriel Groundwater Basin. The City's water system serves 20 percent of the City's land area, comprising 3,342 connections and 22,446 residents. The City's Water Department does not import water nor is it connected to a transmission pipeline of any water wholesaler. Six deep wells, one 200,000-gallon elevated tank, and one million-gallon ground-level tank serve this water supply. Potable water is delivered through 42 miles of pipeline, reservoirs, booster pumps, water wells, disinfection facilities, carbon filters, and emergency connections with neighboring water purveyors.



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The City of El Monte holds water rights to roughly 1.4 percent of the Operating Safe Yield of the Main San Gabriel Valley Groundwater Basin (Basin). The Operating Safe Yield, the amount that can be withdrawn without depleting the Basin, was established at 170,000 acre-feet (af) in 2003–04; therefore, the City’s water rights to Basin water that year were about 2,395 acre-feet. Water supplies and demands in the City Water Department’s service area are shown in *GPZCU EIR* Table 5.14-1.

The San Gabriel Valley Water Company (SGVWC) is based in El Monte and serves a population of more than 210,000 in Los Angeles and San Bernardino Counties. The source of water provided to SGVWC’s customers (with the exception of portions of Montebello, Whittier, and Santa Fe Springs) is groundwater from the Main San Gabriel Basin. Groundwater is treated and/or disinfected prior to entry into the distribution system. The SGVWC provides water service to approximately 9,800 customers in El Monte. SGVWC water supplies meet all state and federal safe drinking water standards.

In 2004, the SGVWC provided about 41,811 acre-foot of water to its customers. As SGVWC’s service area within the Upper San Gabriel Basin is built out, it does not anticipate that water demands in that service area will increase substantially in the near future. Water demands in that service area between 2010 and 2025 are expected to remain steady at about 39,194 acre-foot (af) per year. The SGVWC has reserve water production, storage, treatment, and distribution capacity that can accommodate increased demands in this service area; however, the amount of reserve capacity is not specified in its 2005 Urban Water Management Plan.

California American Water (Cal-Am) provides water service to approximately 956 customers in El Monte in a large area west of the Rio Hondo Channel. The areas covered include the Northwest Business District and the Flair Business Park. This service area is served entirely by groundwater sources from the Main San Gabriel Basin. The water supply is disinfected and distributed for residential, commercial, and industrial use. Per the 2004 Cal Am Water Annual Consumer Confidence Report, Cal-Am water supplies meet all federal and state drinking water standards promulgated by the USEPA and California Health Department.

In addition to the three major water suppliers, nine smaller water companies serve the remainder of the community in El Monte. These companies include the following: West State Water Company, Hemlock Mutual Water Company, Richwood Mutual Water Company, Rurban Homes Mutual Water Company, Mutual Water Company, Champion Mutual Water Company, Del Rio Mutual Water Company, Sterling Mutual Water Company, and Golden State Water.

Groundwater Recharge. The Los Angeles County Department of Public Works (DPW) recharges the Main San Gabriel Groundwater Basin with stormwater runoff, and with imported water from northern California and the Colorado River purchased from the Metropolitan Water District of Southern California. Between October 2007 and September 2008 DPW recharged 53,495 af of stormwater runoff and 1,813 af of imported water, for a total of 53,308 af, into the Basin.

GPZCU Buildout. Forecast water demand in the City of El Monte at GPZCU buildout is shown in *GPZCU EIR* Table 5.14-8. As shown in *GPZCU EIR* Table 5.14-8, total water demands in El Monte at GPZCU buildout are estimated at roughly 16.53 mgd, an increase of about 4.03 mgd above existing demands.

There are sufficient water supplies in the San Gabriel Valley Main Groundwater Basin, including recharging of the Basin by DPW, to supply the City of El Monte at GPZCU buildout. While there is some residual water distribution capacity in the City, GPZCU buildout could require the construction of some expanded or new water distribution



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infrastructure. Since the City is very nearly completely developed, it is expected that any future construction of expanded or new infrastructure would occur in public streets or in other developed areas where the construction would not have substantial adverse environmental effects.

The *GPZCU EIR* concluded less than significant impacts to water supply and distribution systems with implementation of regulatory requirements and standard conditions of approval.

### **Wastewater**

Treatment and Collection. Wastewater collection facilities that serve the City are owned, operated, and maintained by the City of El Monte Public Works Department. The City's wastewater system includes a total of 135 miles of pipeline, six pump stations, and 2,697 manholes. A limited number of residences are also on septic tanks. El Monte is one of 17 jurisdictions that are signatory to the Joint Outfall Agreement. The agreement provides for a regional interconnected system of facilities and an interjurisdictional agreement to own, operate, and maintain sewers, pumping plants, treatment plants, and other facilities collectively called the Joint Outfall System.

Wastewater treatment is provided to El Monte by the County Sanitation Districts of Los Angeles County (LACSD) at three treatment plants described in *GPZCU EIR* Table 5.14-3, all of which provide tertiary treatment. Tertiary-treated effluent, or "recycled water," is used for irrigation, industrial uses, and for groundwater recharge at spreading basins along the San Gabriel River and Rio Hondo Channel. Sludge is placed back into the sewer system for conveyance to the Joint Water Pollution Control Plant (JWPCP) in Carson for further treatment prior to eventual disposal into the Pacific Ocean.

GPZCU Buildout. Estimated wastewater generation for existing conditions in the City is shown in *GPZCU EIR* Table 5.14-4, while forecast wastewater generation at GPZCU buildout is shown in *GPZCU EIR* Table 5.14-7. The estimates in *GPZCU EIR* Table 5.14-4 were made using generation factors per acre, as the existing land use data is in acres; while the estimate of wastewater generation at GPZCU buildout was made using generation factors per square foot or unit, from a different agency. Therefore, there is some uncertainty in the comparison of the two estimates. Estimated wastewater generation at GPZCU buildout is 13,220,668 gallons per day (gpd), as shown in *GPZCU EIR* Table 5.14-7; while wastewater generation under existing conditions is estimated at 9,999,620 gpd, as shown in *GPZCU EIR* Table 5.14-4—an increase of roughly 3,221,048 gpd.

Wastewater Treatment Capacity. The three wastewater reclamation plants serving El Monte have total residual capacity of roughly 46 mgd as cited in *GPZCU EIR* Table 5.14-3. There is sufficient wastewater treatment capacity in the region for the increase in wastewater generation forecast to result from the proposed project, about 3.22 mgd.

The *GPZCU EIR* concluded less than significant impacts to wastewater generation and treatment capacity with implementation of regulatory requirements and standard conditions of approval.



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### **Storm Drainage Systems**

Drainage for the region and El Monte is primarily provided by the San Gabriel River and Rio Hondo River, two major flood control channels that flow northeast to southwest through the basin. Other, smaller flood control channels are tributary to both rivers and provide drainage for the areas surrounding El Monte. Throughout the City, stormwater drainage is carried by surface flow in the streets. Surface flows are carried to a series of interceptor storm drains to convenient discharge points on the Rio Hondo and San Gabriel River channels. The Los Angeles County Flood Control District maintains the primary drainage channels that traverse El Monte.

The City's local storm drainage system consists of 233 storm drains and 6 underpass pumps that are essential in alleviating flooding during periods of heavy rains. The City maintains the local drainage system and is also called on to assist in cleaning up hazardous spills on City streets so spills do not enter the storm drains or percolate into groundwater. As in most cities, minor local drainage problems are common, particularly where stormwater runoff enters culverts or goes underground into storm drains. Inadequate maintenance can also contribute to drainage problems and minor flood hazards.

GPZCU Buildout. Buildout of the GPZCU would result in the alteration or intensification of land uses throughout the City, primarily in the Northwest Business District, Flair Park, and Downtown El Monte. Such changes in land uses could add sources of polluted runoff to the City, and increases in impervious surfaces could add to existing drainage flow rates and volumes.

While much of the City is connected to existing stormwater drainage channels, new development areas would require infrastructure to connect to the existing stormwater drainages. In addition, connection to these existing stormwater drainages within the City may require expansion of existing stormwater lines to prevent flooding during peak storm events.

The *GPZCU EIR* concluded less than significant impacts to storm drainage systems with implementation of regulatory requirements and standard conditions of approval.

### **Solid Waste**

Solid Waste Collection. El Monte is served by four waste management companies through nonexclusive franchise agreements. All four waste haulers—American Reclamation, Phoenix Waste and Recycling, Valley Vista Services, and Waste Management—provide waste collection and recycling services for the commercial sector. Valley Vista and Phoenix Waste provide curbside residential collection and recycling services. American Reclamation and Phoenix Waste collect and recycle trash from the multiple family residential (apartments, townhomes, etc.) sector. Valley Vista and Waste Management provide temporary roll-off services.

Solid Waste Disposal. Since the *GPZCU EIR* was certified in June 2011, the Puente Hills Landfill, which used to serve the City of El Monte, was closed. Currently, solid waste generated within the City is disposed of via the LACSD waste-by-rail system, and is disposed of at the Mesquite Regional Landfill, located southeast of the Salton Sea in Imperial County, California. This landfill has a maximum tonnage capacity of 20,000 tons per day, of which 1,000 tons is reserved for waste generated within Imperial County. The landfill has a total capacity of 600 million tons, and is estimated to be operational for approximately 100 years. As indicated in the *GPZCU EIR*, the LACSD would generate up to 8,000 tons per day of solid waste that would be disposed of at the Mesquite Regional Landfill



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**GPZCU Buildout.** As shown in *GPZCU EIR* Table 5.14-9, estimated solid waste generation at GPZCU buildout is roughly 880,506 pounds per day, equivalent to 440.3 tons per day or 160,692 tons per year. After diversion of solid waste by recycling and other methods per AB 939 goals, the amount of solid waste generated in the City that would require disposal would be half or less of that figure; that is, no more than 220.2 tons per day or 80,346 tons per year. It is unknown whether diversion is accounted for in the existing amount of solid waste collection; therefore, no estimate of net increase in solid waste generation is provided here. Solid waste from the El Monte that could not be recycled or otherwise diverted would be disposed of via LACSD's waste-by rail system, with a capacity of 8,000 tons per day. There is adequate solid waste disposal capacity for solid waste generated by the GPZCU.

**Compliance with Solid Waste Laws and Regulations.** The GPZCU contains policies supporting diversion of solid waste through source reduction and recycling: Public Services and Facilities Element Policy 3.1 and Policy 3.2, and Public Health and Safety Element, Policy 5.3. The GPZCU does not contain policies that would block continued compliance with AB 939 or AB 1327

The *GPZCU EIR* concluded less than significant impacts to wastewater generation and treatment capacity and law and regulation compliance with implementation of regulatory requirements and standard conditions of approval.

### ***Electricity***

Southern California Edison provides electricity to El Monte's citizens and businesses within the City and Sphere of Influence (SOI). Electricity is transmitted through high-voltage power lines and step-down transformers.

**GPZCU Buildout.** Forecast electricity and natural gas demands in El Monte for existing conditions, GPZCU buildout, and net changes are shown in *GPZCU EIR* Table 5.14-10. As shown in *GPZCU EIR* Table 5.14-5, estimated annual existing electricity use in the City is roughly 480.5 million kWh. Thus, the net increase in electricity use that would result from GPZCU buildout would be about 269.3 million kWh per year. Estimated electricity sales in SCE's service area are estimated to increase from 103,666 gWh, or roughly 103.7 billion kWh, in 2010 to 115,781 gWh in 2018 (CEC 2007). There are sufficient planned electricity supplies in the region to meet the increase in demand that would result from the GPZCU.

The *GPZCU EIR* concluded less than significant impacts to electricity with implementation of regulatory requirements and standard conditions of approval.

### ***Natural Gas***

The Southern California Gas Company provides natural gas service to El Monte's citizens and businesses within the City and SOI. The availability of natural gas service is based upon present conditions of gas supply and regulatory policies. As a public utility, the Gas Company is under the jurisdiction of the Public Utilities Commission and federal regulatory agencies. Should these agencies take any action that affects gas supply, or the conditions under which service is available, gas service would be provided in accordance with revised conditions.

Forecast electricity and natural gas demands in El Monte for existing conditions, proposed GPZCU buildout, and net changes are shown in *GPZCU EIR* Table 5.14-10. Forecast natural gas use in the City of El Monte at buildout of the GPZCU is roughly 2.34 trillion BTU per year, a net increase of about 520 billion BTU over current usage. Total annual natural gas usage in SCGC's service area is estimated to increase from about 773 trillion BTU in 2008 to



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804 trillion BTU in 2016 (CEC 2007). There are sufficient existing and forecast supplies of natural gas in the region to meet the net increase in natural gas demand that would result from the GPZCU.

The *GPZCU EIR* concluded less than significant impacts to natural gas with implementation of regulatory requirements and standard conditions of approval.

### **Telecommunications**

Telephone service and local cable television service is provided within the City of El Monte. There are currently adequate telecommunication facilities available to serve the needs of the City.

The *GPZCU EIR* concluded less than significant impacts to telecommunications with implementation of regulatory requirements and standard conditions of approval.

## **IMPACT ANALYSIS**

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City's share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaptation and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.

### **A. WOULD THE PROJECT 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?**

Existing water, sanitary sewer (wastewater, sewer), storm drain, electrical, natural gas, and telecommunications facilities exist in the City of El Monte.

Future development proposals would be required to comply with the applicable water supplier's rules and regulations regarding water connection, service, and conservation, as well as the Los Angeles County Fire Department's requirements relative to the size of water lines and systems necessary to provide adequate fire flow service to development.



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Future development proposals would be required to install or relocate, as applicable, on-site and off-site water, wastewater, storm drain, street, electricity, natural gas, and telecommunications infrastructure to serve the development. Thus, adoption and implementation of the proposed project ensure impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

### **B. WOULD THE PROJECT HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE FUTURE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS?**

#### **Main San Gabriel Basin Watermaster**

The Main San Gabriel Basin Watermaster (Watermaster) is the agency charged with administering adjudicated water rights and managing groundwater resources within the watershed and groundwater basin known as the Main San Gabriel Basin in Los Angeles County, California.

#### Watermaster Responsibilities

Watermaster's primary responsibilities include the following:

- Manage and control the withdrawal and replenishment of water supplies in the Basin.
- Determine annually the Operating Safe Yield (the amount of groundwater that can safely be extracted) for the succeeding fiscal year, and notify the pumpers of their shares thereof.
- Acquire and spread replacement water as needed.
- Coordinate local involvement in efforts to preserve and restore the quality of groundwater in the Basin.
- Assist and encourage regulatory agencies to enforce water quality regulations affecting the Basin.
- Collect production, water quality, and other relevant data from producers.
- Prepare an annual report of Watermaster activities, including financial activities, and summary reports of pumping and diversion.

#### Watermaster Rules and Regulations

Watermaster operates under a formal set of Rules and Regulations, which spell out the procedures by which Watermaster-controlled actions are to be carried out. Under the Rules and Regulations, water producers in the Basin must obtain Watermaster approval for activities such as:

- Constructing or modifying a well
- Constructing a groundwater treatment plant
- Increasing groundwater extraction
- Spreading water in the Basin



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- Spreading and storing supplemental water under a cyclic storage agreement

In order to fund its operation, Watermaster is authorized to levy and collect assessments from the producers based upon their amounts of production during the preceding fiscal year. These assessments are applied primarily to the purchase of replacement water and to administrative costs.

### **Domestic Water Service**

Domestic water service in the City is provided by the following eight providers:

1. **City of El Monte Water Department**
2. **California American Water Company**
3. Golden State Water Company
4. **San Gabriel Valley Water Company**
5. Del Rio Mutual Water Company
6. Sterling Mutual Water Company
7. Hemlock Mutual Water Company
8. Rurban Homes Mutual Water Company

The three providers covering the largest service areas within the City are San Gabriel Valley Water Company, City of El Monte Water Department, and California American Water Company.

#### San Gabriel Valley Water Company

The San Gabriel Valley Water Company (SGVWC) is an investor-owned public utility water company subject to the regulatory jurisdiction of the California Public Utilities Commission (CPUC). SGVWC's current service area covers approximately 45 square miles including all or portions of the Cities of Arcadia, Baldwin Park, El Monte, Industry, Irwindale, El Monte, Montebello, Monterey Park, Pico Rivera, Rosemead, San Gabriel, Santa Fe Springs, South El Monte, West Covina, Whittier, and unincorporated areas of Los Angeles County including Hacienda Heights and South San Gabriel.

SGVWC serves a population of approximately 256,800 through a diverse mix of water supplies that provide a reliable and high quality source of drinking water for its customers. SGVWC utilizes locally-produced groundwater from 31 wells located in the Main San Gabriel Groundwater Basin and from four wells located in the Central Groundwater Basin. The company also has the ability to deliver imported water through a connection with the Metropolitan Water District of Southern California, as well as emergency interconnections with several surrounding water agencies to ensure the reliability of its water supply.

As SGVWC's service area within the Upper San Gabriel Basin is built out, it does not anticipate that water demands in that service area will increase substantially in the near future. Water demands in that service area between 2010 and 2025 are expected to remain steady at about 39,194 acre-foot per year. The SGVWC has reserve water production, storage, treatment, and distribution capacity that can accommodate increased demands in this service area.



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### City of El Monte Water Department

The City of El Monte Water Department's service area covers approximately 1,142 acres and supplies a population of approximately 18,000 with water through 3,545 service connections. The City relies exclusively on local groundwater and does not purchase imported water. If the City ever does exceed their groundwater allocation from Watermaster, Metropolitan replenishment water is available for purchase from Watermaster.

The City's water users include single-family residential, multi-family residential, commercial, institutional, and irrigation. The City's single-family residential and commercial sectors make up the majority of the water demand at approximately 44 percent and 35 percent, respectively. The remainder of the City's water demand is broken down by multi-family residential use of approximately 18 percent, irrigation use of approximately 2 percent, and industrial sector use of less than 1 percent.

### California American Water

California American Water (Cal-Am) provides water service to customers in El Monte in a large area west of the Rio Hondo Channel. The areas covered include the northwest industrial area as well as Flair Business Park. This service area is served entirely by groundwater sources from the Main San Gabriel Basin. The water supply is disinfected and distributed to residential, commercial, and industrial users.

### **Urban Water Management Plans**

State law requires an urban water supplier (supplier), providing water for municipal purposes to more than 3,000 urban connections/customers or providing more than 3,000 acre-feet annually, to adopt an Urban Water Management Plan (UWMP) every five years demonstrating water supply reliability in normal, single dry, and multiple dry water years.

These plans support the suppliers' long-term resource planning to ensure that adequate water supplies are available to meet existing and future water needs. Within the UWMP, urban water suppliers must: 1) assess the reliability of water sources over a 20-year planning time frame; 2) describe demand management measures and water shortage contingency plans, 3) report progress toward meeting a targeted 20 percent reduction in per-capita (per-person), 4) urban water consumption by a specified year (e.g., 2020, 2025, 2030, 2035, 2040), and 5) discuss the use and planned use of recycled water. The California Department of Water Resources (DWR) reviews the submitted plans to ensure they have addressed the requirements identified in the Water Code and submits a report to the Legislature summarizing the status of the plans for each five-year cycle.

The San Gabriel Valley Company has an approved 2020 UWMP. The City of El Monte and California American Water – Los Angeles Division have an approved 2015 UWMP. The California American Water – Los Angeles Division has submitted a 2020 UWMP to the California Department of Water Resources (DWR) for approval.

### **Impact Analysis**

Adoption and implementation of the proposed project would not adversely affect the ability of any of the three primary domestic water providers (San Gabriel Valley Water Company, City of El Monte Water Department, California American Water) or other five domestic water providers (Golden State Water Company, Del Rio Mutual Water Company, Sterling Mutual Water Company, Hemlock Mutual Water Company, Rurban Homes Mutual



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Water Company) to have sufficient water supplies available during normal, dry, and multiple dry year conditions for future development proposals within the City. Thus, adoption and implementation of the proposed project ensure impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

### **C. WOULD THE PROJECT RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER, WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS?**

The City of El Monte is located in County Sanitation District 15 of the County Sanitation Districts of Los Angeles County (LACSD). Sewer waste generated in this District is sent to the LACSD San Jose Creek Water Reclamation Plant (WRP) for treatment. The San Jose Creek WRP is located at 1965 Workman Mill Road, in unincorporated Los Angeles County, next to the City of Whittier. This WRP, which began operations in 1971, occupies 39 acres north of State Route 60 on both sides of Interstate 605. The San Jose Creek WRP provides primary, secondary, and tertiary treatment for 100 million gallons of wastewater per day by serving a residential population of approximately one million people. Approximately 42 million gallons per day of the reclaimed water is reused at over 130 different reuse sites, including groundwater recharge and irrigation of parks, schools, and greenbelts. The remainder is discharged to the San Gabriel River.

Future development proposals would be required to comply with applicable LACSD's rules and regulations regarding wastewater connection and service, including the wastewater lines and systems necessary to provide adequate services to the development. In addition, a future development proposal's wastewater (sewer) plans would be reviewed by the City Engineer and would be required to provide sufficient capacity and comply with City standards.

Future development proposals associated with adoption and implementation of the proposed project would result in the generation of raw sewage that would be collected in the existing or new sewer collection facilities to support the development, and then transported to the San Jose Creek WRP where it would be treated and ultimately discharged. The wastewater treatment requirements issued by the Los Angeles RWQCB for the LACSD treatment plant that would receive wastewater from the project site were developed to ensure that adequate levels of treatment would be provided for the wastewater flows emanating from all land uses in its service area. Therefore, implementation of the proposed project not adversely affect the ability of the City or LACSD to provide adequate capacity and service to existing and future developments. Thus, adoption and implementation of the proposed project ensure impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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**D. WOULD THE PROJECT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS, OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE, OR OTHERWISE IMPAIR THE ATTAINMENT OF SOLID WASTE REDUCTION GOALS?**

Solid waste disposal within the City is subject to the requirements established in *Municipal Code* Chapter 8.20, Solid Waste – Removal, Collection, Disposal and Diversion. Solid waste management facilities operated by the County Sanitation Districts of Los Angeles County (LACSD) include the Commerce Refuse-to-Energy Facility (CREF), the Downey Area Recycling and Transfer Facility (DART), the South Gate Transfer Station, and the Puente Hills Materials Recovery Facility (PHMRF).

Presently, capacity is available at the several solid waste management facilities serving the City of El Monte, and these facilities would be available to service future development proposals associated with adoption and implementation of the proposed project. In addition, future development proposals would be required to comply with the *El Monte Municipal Code*, which requires providing adequate areas for collecting and loading recyclable materials in concert with Countywide efforts and programs to reduce the volume of solid waste entering landfills. In addition, the location of recycling/separation areas is required to comply with all applicable Federal, State, public health, or local laws relating to fire, building, access, transportation, circulation, or safety. Compliance with all applicable State and Los Angeles County regulations for the use, collection, and disposal of solid and hazardous wastes is also mandated. It can be assumed that future development proposals would include adequate, accessible and convenient areas for collecting recyclable materials. Thus, adoption and implementation of the proposed project ensure impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**E. WOULD THE PROJECT COMPLY WITH FEDERAL, STATE, AND LOCAL MANAGEMENT AND REDUCTION STATUTES AND REGULATIONS RELATED TO SOLID WASTE?**

State, County, and local agencies with regulatory authority related to solid waste include the California Department of Resources Recycling and Recovery, County Sanitation Districts of Los Angeles County (LACSD), and the City of El Monte. Regulations specifically applicable to the development proposals include the California Integrated Waste Management Act of 1989 (AB 939), *CalGreen Code* Section 4.408, which the *Municipal Code* has adopted by reference, and SB 341, which requires multi-family residential development and commercial uses to implement recycling programs.

The Integrated Waste Management Act, which requires every City and County in the State to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, identifies how each jurisdiction will meet the State’s mandatory waste diversion goal of 50 percent by and after the year 2000. The diversion goal has been increased to 75 percent by 2020 by SB 341.

*El Monte Municipal Code* Chapter 8.20, Solid Waste – Removal, Collection, Disposal and Diversion stipulates standards and regulations for the collection and management of solid waste in the City, in accordance with the Integrated Waste Management Act. *CalGreen Code* Section 4.408 requires preparation of a Construction Waste Management Plan that outlines ways in which the contractor would recycle and/or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition debris.



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Future development proposals would comply with the *CalGreen Code* through the recycling and reuse of at least 50 percent of the non-hazardous construction and demolition debris from the development site during the construction phase.

Future development proposals associated with adoption and implementation of the proposed project are not anticipated to result in unusual waste production characteristics, and thus, would not include any components that would conflict with State laws governing construction or operational solid waste production or diversion. Also, future development proposals would be subject to all applicable Federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act, Los Angeles County, and City of El Monte recycling programs, ensuring compliance with Federal, State, and local statutes and implementation requirements related to the management of solid waste. Thus, adoption and implementation of the proposed project ensure impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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## 4.19 WILDFIRE

Would the project:	New Potentially Significant Impact	New Impact Requiring New Mitigation	No New Impact/ No Impact	Reduced Impact
A. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?			✓	
If located in or near state responsibility areas or lands classified as high fire hazard severity zones, would the project:				
B. Substantially impair an adopted emergency response plan or emergency evacuation plan?			✓	
C. 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?			✓	
D. 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?			✓	
E. 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?			✓	

## PRIOR ENVIRONMENTAL FINDINGS

### General Plan and Zoning Code Update EIR

#### *Wildfire*

The Initial Study for the *GPZCU EIR* determined that no impact would occur as the City of El Monte is not subject to wildland fires due to the developed nature of the City and its surroundings. As a result, this issue was not evaluated in the *GPZCU EIR*.

The *GPZCU EIR* concluded no impacts with respect to wildfire.

#### *Emergency Response*

The City manages disaster preparedness through the California Office of Emergency Services (OES). Additionally, the City adopted a Natural Hazards Mitigation Plan (NHMP) in 2004. The NHMP designates potential evacuation routes: east-west routes to include I-10, Ramona Boulevard, and Valley Boulevard, and north-south routes to include Peck Road and Santa Anita Avenue. A flood disaster plan also was prepared by the City for evacuation in the event of overflow of the Santa Fe Dam. In addition, the Emergency Operations Section of the Los Angeles County Fire Department (LACoFD) provides 24-hour emergency response to hazardous materials incidents



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throughout Los Angeles County. The *GPZCU EIR* determined that developments approved under the GPZCU would not substantially impair implementation of emergency plans. In addition, the *GPZCU EIR* determined that GPZCU would not close or restrict traffic on potential evacuation routes designated in the NHMP.

The *GPZCU EIR* concluded less than significant impacts with respect to emergency response plans.

### IMPACT ANALYSIS

The 2021-2029 Housing Element includes policies and programs that are applicable City-wide and are designed to facilitate the construction of housing units to meet the City's share of the regional housing need. The Public Health and Safety Element Update addresses the risk of fire hazards, climate adaptation and resiliency, and environmental justice. In addition, several General Plan elements require updates to facilitate the future implementation of the 2021-2029 Housing Element: Chapter 2: Community Design Element; Chapter 3: Land Use Element; and Chapter 7: Economic Development Element. The updates to three elements will focus primarily on the following areas within the City: Downtown El Monte, Flair Park, Commercial Corridors, and the Auto District.

The three project components are policy documents that would not change land use designations or in and of themselves authorize any development within the City. While the City is required by State law to facilitate development commensurate with its allocated share of regional housing needs, no change in the location or nature of allowable development would be authorized by the 2021-2029 Housing Element.

#### A. WOULD THE PROJECT EXPOSE PEOPLE OR STRUCTURES, EITHER DIRECTLY OR INDIRECTLY, TO A SIGNIFICANT RISK OF LOSS, INJURY, OR DEATH INVOLVING WILDLAND FIRES?

The City of El Monte has been fully urbanized for many years with established development throughout the City, and does not face risks due to wildfire. However, urban fires are the primary fire hazard in the City.

Future development proposals would be required to comply with all applicable regulations and development standards, along with project-specific conditions and mitigation measures to reduce potential impacts required as part of the development review and environmental impact processes. This can include, but is not limited to, Federal and State laws and regulations, *El Monte Municipal Code* requirements; and *El Monte General Plan* goals, policies, and implementation programs, including those identified in the proposed project. As such, future development proposals would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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**B. IF LOCATED IN OR NEAR STATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS HIGH FIRE HAZARD SEVERITY ZONES, SUBSTANTIALLY IMPAIR AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?**

The City of El Monte has been fully urbanized for many years with established development throughout the City. No portion of the City is located within either a Local Responsibility Area (LRA) FHSZ or State Responsibility Area (SRA) FHSZ, as shown on the Los Angeles County Very High Severity Zones in LRA map (CAL FIRE, September 2011). Thus, the City is not subject to wildfire risks.

The proposed project involves policy-level documents, and as such, does not include any site-specific development designs or proposals. Nor would adoption and implementation of the proposed project impair implementation of emergency response plans or emergency evacuation plans. Thus, adoption and implementation of the proposed project ensures impacts remain as less than significant impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.

**C. IF LOCATED IN OR NEAR STATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS HIGH FIRE HAZARD SEVERITY ZONES, WOULD THE PROJECT, 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?**

**D. IF LOCATED IN OR NEAR STATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS HIGH FIRE HAZARD SEVERITY ZONES, WOULD THE PROJECT REQUIRE THE INSTALLATION OR MAINTENANCE OF ASSOCIATED INFRASTRUCTURE (SUCH AS ROADS, FUEL BREAKS, EMERGENCY WATER SOURCES, POWER LINES, OR OTHER UTILITIES) THAT MAY EXACERBATE FIRE RISK OR THAT MAY RESULT IN TEMPORARY OR ONGOING IMPACTS TO THE ENVIRONMENT?**

**E. IF LOCATED IN OR NEAR STATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS HIGH FIRE HAZARD SEVERITY ZONES, WOULD THE PROJECT EXPOSE PEOPLE OR STRUCTURES TO SIGNIFICANT RISKS, INCLUDING DOWNSLOPE OR DOWNSTREAM FLOODING OR LANDSLIDES, AS A RESULT OF RUNOFF, POST-FIRE SLOPE INSTABILITY, OR DRAINAGE CHANGES?**

The California Department of Forestry and Fire Protection (CAL FIRE) is focused on fire protection and stewardship of over 31 million acres of California's privately-owned wildlands. Preventing wildfires in the State Responsibility Area (SRA) is a key component of CAL FIRE's mission, and in more recent decades, CAL FIRE has adapted to the evolving destructive wildfires and succeeded in significantly increasing its efforts in fire prevention. CAL FIRE's Fire Prevention Program consists of multiple activities including wildland pre-fire engineering, vegetation management, fire planning, education and law enforcement. Typical fire prevention projects include brush clearance, prescribed fire, defensible space inspections, emergency evacuation planning, fire prevention education, fire hazard severity mapping, and fire-related law enforcement activities. The Office of the State Fire



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Marshall has the responsibility for Fire and Resource Assessment Program (FRAP), inclusive of the fund preparing the Fire Hazard Severity Zone (FHSZ) mapping.

No portion of the City is located within either a Local Responsibility Area (LRA) FHSZ or State Responsibility Area (SRA) FHSZ, as shown on the Los Angeles County Very High Severity Zones in LRA map (CAL FIRE, September 2011). Thus, the City is not subject to wildfire risks.

The City of El Monte has been fully urbanized for many years with established development throughout the City. Due to the urbanized nature of the City and the lack of topographic variation, there is no potential to expose people or structures to significant wildfire risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Future development associated with adoption and implementation of the proposed project would not be subject to high fire hazard severity impacts. However, future development proposals would be required to comply with all applicable regulations and development standards, along with project-specific conditions and mitigation measures to reduce potential impacts required as part of the development review and environmental impact processes. This can include, but is not limited to, Federal and State laws and regulations, *El Monte Municipal Code* requirements; and *El Monte General Plan* goals, policies, and implementation programs, including those identified in the proposed project. Thus, adoption and implementation of the proposed project ensures impacts remain as no impacts.

**Conclusion:** No New Impact. The changes associated with the proposed project would not result in any new impacts or increase the severity of impacts in this regard.



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### 4.20 REFERENCES

Following is a list of reference documents and maps utilized in the preparation of this Addendum.

- California Department of Forestry and Fire Protection, *State Wildland Urban Interface Map*, 2019
- California Department of Forestry and Fire Protection (CAL FIRE), *Los Angeles County Very High Severity Zones in LRA (Los Responsibility Area) Map*, September 2011
- California Department of Forestry and Fire Protection (CAL FIRE), *Los Angeles County Fire Hazard Severity in SRA (State Responsibility Area) Map*, November 7, 2007
- California Department of Toxic Substances Control, EnviroStor, Puente Valley (San Gabriel Valley Superfund Site) (60001338), accessed August 20, 2021
- City of El Monte, *City of El Monte General Plan*, June 7, 2011
- City of El Monte, *The City of El Monte General Plan and Zoning Code Update Environmental Impact Report*, June 7, 2011
- City of El Monte, *El Monte Municipal Code*, codified through Ordinance No. 2986, November 4, 2020
- City of El Monte, *Downtown Main Street Specific Plan*, April 4, 2007
- City of El Monte, *Downtown Main Street Specific Plan Environmental Impact Report*, April 4, 2007
- City of El Monte, *The El Monte Gateway Specific Plan (previously called Urban Transit Village Specific Plan)*, April 2007, Revised 2014
- City of El Monte, *The Urban Transit Village Specific Plan Environmental Impact Report*, April 2007
- City of El Monte, *The El Monte Gateway Specific Plan Environmental Impact Report Addendum*, 2014
- City of El Monte, *2021-2029 El Monte Housing Element*, September 2021
- City of El Monte, *Public Health and Safety Element*, September 2021
- City of El Monte, *El Monte Logistics Center - Addendum to The City Of El Monte General Plan and Zoning Code Update Final Environmental Impact Report*, June 17, 2020
- Los Angeles County Metropolitan Transportation Authority, *Draft 2010 Congestion Management Plan*, 2010
- Main San Gabriel Basin Watermaster, *2019-2020 Annual Report*, 2020
- San Gabriel Valley Water Company, *Service Area Map*, February 2010
- San Gabriel Valley Water Company, Los Angeles County Division, *2015 Urban Water Management Plan*, July 2016, Amended December 2017



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Southern California Association of Governments, *Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)*, May 7, 2020

Southern California Association of Governments, *Addendum to the Connect SoCal Program Environmental Impact Report*, May 7, 2020



## **4.21 REPORT PREPARATION PERSONNEL**

### **CITY OF EL MONTE (LEAD AGENCY)**

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*Tony Bu, Senior Planner*

### **MORSE PLANNING GROUP (CEQA CONSULTANT)**

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*Collette L. Morse, AICP, Principal, Project Manager*



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## **5.0 CONSULTANT RECOMMENDATION**

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, I recommend that the City of El Monte prepare an Addendum for 2021-2029 Housing Element, Public Health and Safety Element Update, and Updates to Other General Plan Elements. I find that the proposed project would not have a significant effect on any environmental issues, and no new mitigation measures are required. I recommend that the second category be selected for the City of El Monte's determination (see Section 6.0, Lead Agency Determination).

December 17, 2021

Date

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Collette L. Morse, AICP  
Project Manager  
Morse Planning Group



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## **6.0 LEAD AGENCY DETERMINATION**

On the basis of this evaluation:

- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR adequately discusses the potential impacts of the project without modification.
- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND, MND or previously certified EIR adequately discusses the potential impacts of the project; however, minor changes require the preparation of an ADDENDUM.
- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT MND is required.
- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a SUPPLEMENTAL EIR is required.
- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT EIR is required.



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Signature:  \_\_\_\_\_

Title: Senior Planner \_\_\_\_\_

Printed Name: Tony Bu \_\_\_\_\_

Agency: City of El Monte \_\_\_\_\_

Date: December 17, 2021 \_\_\_\_\_