

PUBLIC REVIEW DRAFT | SEPTEMBER 2019



# Arroyo Village Residential Condominium Project

## Initial Study/Mitigated Negative Declaration



*Prepared for:*  
**City of San Gabriel**

*Prepared by:*

**Michael Baker**  
INTERNATIONAL

**PUBLIC REVIEW DRAFT INITIAL STUDY/MITIGATED  
NEGATIVE DECLARATION**

**Arroyo Village Residential  
Condominium Project**

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Lead Agency:



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September 4, 2019

JN 172409

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## TABLE OF CONTENTS

<b>1.0</b>	<b>Introduction</b> .....	<b>1-1</b>
1.1	Statutory Authority and Requirements.....	1-1
1.2	Purpose.....	1-1
1.3	Consultation.....	1-1
1.4	Incorporation by Reference.....	1-2
<b>2.0</b>	<b>Project Description</b> .....	<b>2-1</b>
2.1	Project Location.....	2-1
2.2	Environmental Setting.....	2-1
2.3	Background and History.....	2-4
2.4	Project Characteristics.....	2-4
2.5	Phasing and Construction.....	2-11
2.6	Permits and Approvals.....	2-11
<b>3.0</b>	<b>Initial Study Checklist</b> .....	<b>3-1</b>
3.1	Background.....	3-1
3.2	Environmental Factors Potentially Affected.....	3-2
3.3	Evaluation of Environmental Impacts.....	3-2
<b>4.0</b>	<b>Environmental Analysis</b> .....	<b>4.1-1</b>
4.1	Aesthetics.....	4.1-1
4.2	Agriculture and Forestry Resources.....	4.2-1
4.3	Air Quality.....	4.3-1
4.4	Biological Resources.....	4.4-1
4.5	Cultural Resources.....	4.5-1
4.6	Energy.....	4.6-1
4.7	Geology and Soils.....	4.7-1
4.8	Greenhouse Gas Emissions.....	4.8-1
4.9	Hazards and Hazardous Materials.....	4.9-1
4.10	Hydrology and Water Quality.....	4.10-1
4.11	Land Use and Planning.....	4.11-1
4.12	Mineral Resources.....	4.12-1
4.13	Noise.....	4.13-1
4.14	Population and Housing.....	4.14-1
4.15	Public Services.....	4.15-1
4.16	Recreation.....	4.16-1
4.17	Transportation.....	4.17-1
4.18	Tribal Cultural Resources.....	4.18-1
4.19	Utilities and Service Systems.....	4.19-1
4.20	Wildfire.....	4.20-1
4.21	Mandatory Findings of Significance.....	4.21-1
4.22	References.....	4.22-1



4.22	Report Preparation Personnel .....	4.22-1
<b>5.0</b>	<b>Consultant Recommendation .....</b>	<b>5-1</b>
<b>6.0</b>	<b>Lead Agency Determination .....</b>	<b>6-1</b>

**APPENDICES (provided on CD at the end of the Table of Contents)**

- A. Shade/Shadow Study
- B. AQ/GHG/Energy Data
- C. Biological Resources Assessment and Arborist Statement
- D. Cultural Resources Assessment
- E. Geotechnical Investigation
- F. CEQA Hazards and Hazardous Materials Memorandum
- G. Hydrology Study
- H. Acoustical Assessment
- I. Traffic Impact Study
- J. Sewer Study



## LIST OF EXHIBITS

Exhibit 2-1	Regional Vicinity .....	2-2
Exhibit 2-2	Site Vicinity .....	2-3
Exhibit 2-3	Conceptual Site Plan .....	2-5
Exhibit 2-4a	Proposed North and East Elevations .....	2-6
Exhibit 2-4b	Proposed West and South Elevations .....	2-7
Exhibit 2-5	Conceptual Bridge Plan .....	2-8
Exhibit 2-6	Conceptual Landscape Plan .....	2-10
Exhibit 4.1-1	Site Photographs .....	4.1-3
Exhibit 4.1-2	Existing Shade/Shadow Patterns .....	4.1-5
Exhibit 4.1-3	Proposed Shade/Shadow Patterns .....	4.1-7
Exhibit 4.4-1	Tree Removal Plan .....	4.4-4
Exhibit 4.13-1	Noise Measurement Locations .....	4.13-5
Exhibit 4.17-1	Study Area Intersections .....	4.17-3



## LIST OF TABLES

Table 4.3-1	Maximum Daily Construction Emissions.....	4.3-5
Table 4.3-2	Long-Term Air Emissions .....	4.3-7
Table 4.3-3	Project Maximum Daily Disturbed Acreage .....	4.3-11
Table 4.3-4	Localized Significance of Construction Emissions.....	4.3-12
Table 4.6-1	Energy Consumption .....	4.6-3
Table 4.6-2	Energy Action Plan Consistency .....	4.6-5
Table 4.7-1	Characteristics and Estimated Earthquakes for Regional Faults.....	4.7-2
Table 4.8-1	Project Annual Greenhouse Gas Emissions.....	4.8-3
Table 4.8-2	Consistency with the 2016-2040 RTP/SCS .....	4.8-5
Table 4.8-3	Consistency with the 2017 Scoping Plan .....	4.8-8
Table 4.10-1	Existing and Proposed Hydrology Conditions.....	4.10-4
Table 4.11-1	General Plan Land Use Consistency Analysis .....	4.11-2
Table 4.11-2	Development Standards Consistency Analysis .....	4.11-3
Table 4.13-1	Exterior Noise Standards.....	4.13-2
Table 4.13-2	Interior Noise Standards.....	4.13-3
Table 4.13-3	Noise Measurements.....	4.13-4
Table 4.13-4	Maximum Noise Levels Generated by Construction Equipment .....	4.13-6
Table 4.13-5	Existing and Project Traffic Volumes.....	4.13-7
Table 4.13-6	Cumulative Traffic Volumes.....	4.13-8
Table 4.13-7	Typical Noise Levels Generated by Parking Lots .....	4.13-9
Table 4.13-8	Typical Vibration Levels for Construction Equipment .....	4.13-11
Table 4.17-1	Level of Service Criteria .....	4.17-4
Table 4.17-2	Traffic Impact Thresholds .....	4.17-4
Table 4.17-3	Existing Conditions (2019) Level of Service .....	4.17-5



Table 4.17-4	Project Trip Generation .....	4.17-5
Table 4.17-5	Opening Year 2021 LOS Summary .....	4.17-6
Table 4.17-6	Opening Year 2021 Plus Related Projects LOS Summary.....	4.17-7
Table 4.17-7	Opening Year 2021 With Project LOS Summary.....	4.17-7
Table 4.19-1	Landfills Serving the City.....	4.19-5



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## 1.0 INTRODUCTION

The Arroyo Village Residential Condominium Project (herein referenced as the “project”) proposes the construction of a 41-unit residential condominium development on an approximately 1.16-acre site located at 235 South Arroyo Drive. The development would be four stories with one level of underground parking. The proposed project is discussed in detail in Section 2.0, *Project Description*. Following a preliminary review of the proposed project, the City of San Gabriel (City) has determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study/Mitigated Negative Declaration addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

### 1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA (Public Resources Code Sections 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations (CCR), the City of San Gabriel, acting in the capacity of Lead Agency, is required to undertake the preparation of an Initial Study to determine whether the proposed project would have a significant environmental impact. If the Lead Agency finds that there is 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 (or Mitigated Negative Declaration) for that project. 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 (Section 21080, Public Resources Code).

The environmental documentation, which is ultimately approved and/or certified by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon 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.

### 1.2 PURPOSE

Section 15063 of the CEQA Guidelines 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; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

### 1.3 CONSULTATION

As soon as the Lead Agency (in this case, the City of San Gabriel) has determined that an Initial Study would be required for the 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 on the environmental documentation to be prepared for the project. Following receipt of any written



comments from those agencies, the City would consider their recommendations when formulating the preliminary findings. Following completion of this Initial Study, the City would initiate formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

## 1.4 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study and are incorporated into this document by reference. The documents are available for review at San Gabriel City Hall located at 425 South Mission Drive, San Gabriel, California 91776.

- *Comprehensive General Plan of the City of San Gabriel, California (adopted May 18, 2004)*. The Comprehensive General Plan of the City of San Gabriel (General Plan) provides a general, comprehensive, and long-range guide for community decision-making. The General Plan is organized into 11 elements: Land Use; Housing and Demographics; Mobility; Economic Development; Public and Environmental Safety; Community Facilities; Open Space and Recreation; Environmental Resources; Noise; Community Design; and Cultural Resources. Each General Plan element presents an overview of its scope, summary of conditions and planning issues, goals, targets and actions. Goals, targets, and actions of the General Plan are applicable to all lands within the City's jurisdiction. The General Plan was utilized throughout this document as the fundamental planning document governing development at the project site. Background information and policy information from the General Plan is cited in several sections of this document.
- *Environmental Evaluation for the Comprehensive General Plan of the City of San Gabriel, California (2004)*. The Environmental Evaluation for the Comprehensive General Plan of the City of San Gabriel, California (General Plan Environmental Evaluation) reviews the City's existing conditions and analyzes potential environmental impacts from implementation of the General Plan. The General Plan Environmental Evaluation consists of three parts: an Initial Study for evaluating potential environmental impacts of the General Plan Update; an environmental narrative to analyze the potential growth-inducing impacts of the General Plan Update; and an environmental determination in which the City recommends whether additional, more comprehensive, environmental review is needed. The General Plan Environmental Evaluation determined that because the General Plan Update would be within the boundaries and scope of analysis of the 1989 General Plan and EIR, and would impose stricter policies and standards, implementation of the General Plan Update would result in less than significant environmental impacts. Background information from the General Plan Environmental Evaluation is cited in several sections of this document.
- *Mission District Specific Plan (August 2004)*. The Mission District Specific Plan (Specific Plan) incorporates a collective knowledge of and vision for the San Gabriel Mission District. The Specific Plan area is located north of Mission Road, east of the Alhambra Wash, south of Las Tunas Drive, and west of Junipero Serra Drive. The purpose of the Specific Plan is to provide the framework reflecting market realities for the economic revitalization of the District, through a comprehensive community effort to analyze and form recommendations for the following issues: economic development, land use, historic preservation/cultural resources, urban design and circulation. The overall goals of the Specific Plan are to:
  - Encourage community-based concepts and designs for the District through meaningful public involvement;
  - Build economic vitality in the Mission District;
  - Consolidate and build upon previous planning efforts;
  - Preserve historic/architectural treasures; and
  - Guide the District's Future.



Chapter 4 of the Specific Plan includes permitted land uses and development standards for development occurring within the Specific Plan area. Specific Plan Chapter 5 includes historic preservation objectives and guidelines, and Chapters 6 and 7 include urban and architectural design objectives and policies for development occurring within the Specific Plan area.

- *Mission District Specific Plan Program Environmental Impact Report, July 2004.* The Mission District Specific Plan Program Environmental Impact Report (Specific Plan EIR) reviews the Specific Plan's existing conditions and evaluates potential environmental impacts from implementation of the Specific Plan. The Specific Plan EIR determined that all potential environmental impacts associated with Specific Plan implementation would be reduced to less than significant levels, with the exception of project-related and cumulative traffic impacts for four roadway segments along Las Tunas Drive, as well as project-related and cumulative long-term noise impacts.
- *San Gabriel Municipal Code (current through Ordinance 650, passed February 5, 2019).* The San Gabriel Municipal Code (SGMC) consists of regulatory, penal, and administrative ordinances of the City. It is the method the City uses to implement control of land uses, in accordance with General Plan goals and policies. SGMC Title XV, *Land Usage*, includes the City's Zoning Code and is intended to provide the economic and social advantages resulting from an orderly planned use of land resources and to conserve and promote the public health, safety, and general welfare of the City. The Zoning Code also establishes zoning districts and regulations for the use of land and development for properties within the City.



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## 2.0 PROJECT DESCRIPTION

### 2.1 PROJECT LOCATION

The City of San Gabriel (City) is located in the San Gabriel Valley of Los Angeles County, approximately 11 miles east of the Los Angeles Civic Center; refer to Exhibit 2-1, Regional Vicinity. The City consists of 4.09 square miles. Surrounding jurisdictions include the cities of San Marino and Temple City to the north, Temple City, unincorporated County of Los Angeles, and Rosemead to the east, Rosemead to the south, and Alhambra to the west.

The proposed Arroyo Village Residential Condominium Project (project) is approximately 1.16 acres and is located at 235 South Arroyo Drive in the City of San Gabriel (Assessor's Parcel Numbers [APN] 5346-011-001, 5346-011-004, and 5346-011-006); refer to Exhibit 2-2, Site Vicinity. A limited portion of the project site is located in the City of Alhambra at APN 5346-008-031, 5346-009-008, and 5346-009-010. Regional access to the project site is provided via the San Bernardino Freeway (Interstate 10) or the Foothill Freeway (Interstate 210). Local access to the project site is provided by Arroyo Drive.

### 2.2 ENVIRONMENTAL SETTING

The northern portion of the project site is currently developed with an existing two-story single-family residential building totaling approximately 2,895 square feet, with a 1,297 square foot asphalt driveway. The Los Angeles County Flood Control District-owned Alhambra Wash traverses the project site in a northeast to southeast direction. The remainder of the project site is vacant land. The project site topography varies and slopes to the southeast and southwest toward the wash.

#### GENERAL PLAN LAND USE DESIGNATION AND ZONING

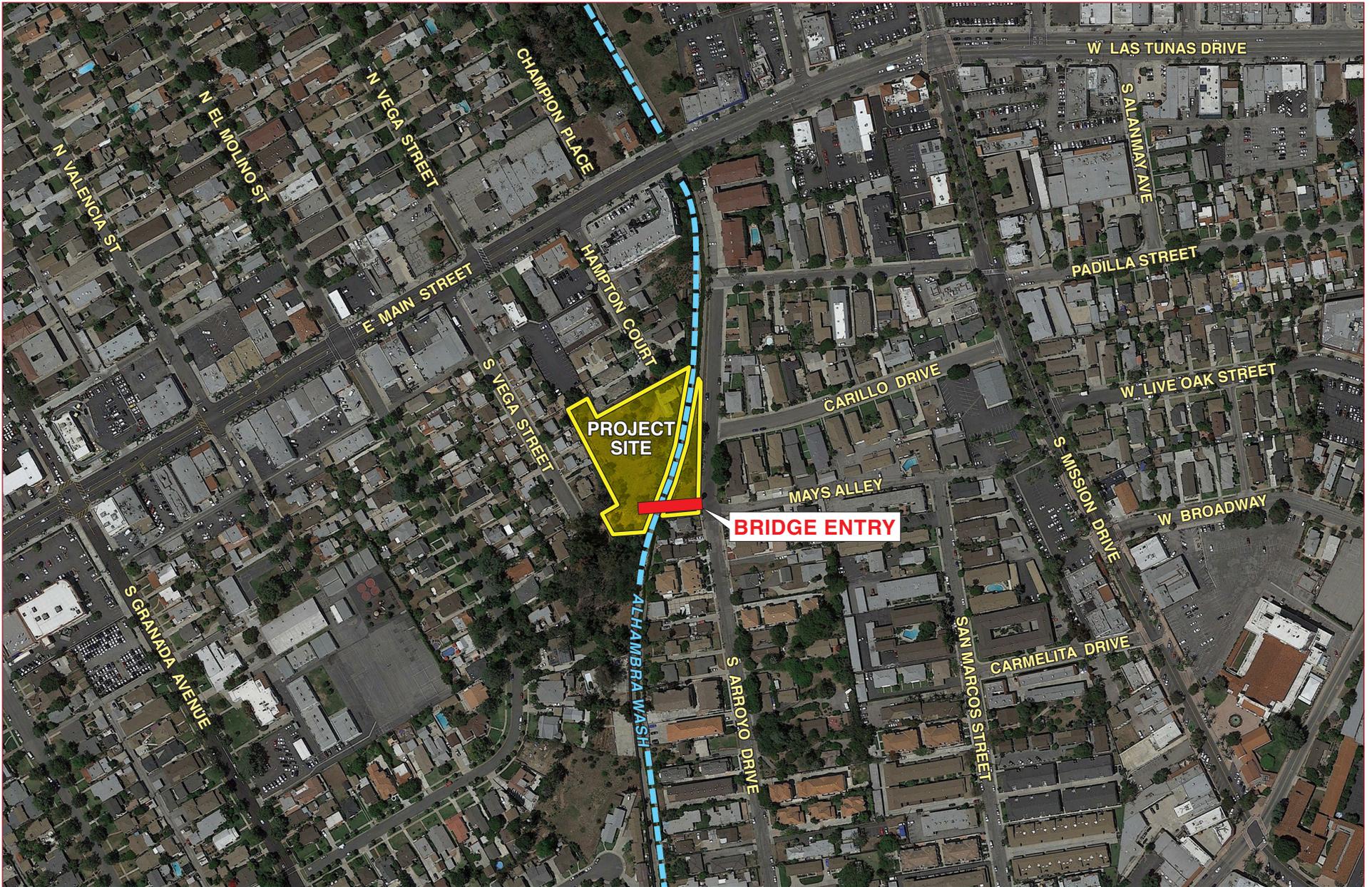
Based on the *Mission District Specific Plan* (Specific Plan), the project site is designated Mission District High Density Multi Family Residential (24 to 40 dwelling units per acre). The project site is zoned Arroyo Residential Multiple-Family Residence (MDR-3) by the Specific Plan.

#### SURROUNDING USES

The project site is bounded by residential uses on all sides with the exception of parking lot uses to the northwest and vacant land associated with the Alhambra Wash to the south of the site. Surrounding land uses in proximity to the project site include the following:

- North: Areas to the north of the project site are located within the City of Alhambra's jurisdiction and include single-family residential uses zoned Single-Family Residential (R-1) and surface parking uses zoned Parking (P);
- East: The Alhambra Wash bounds the project site to the east with South Arroyo Drive and residential uses, zoned Arroyo Residential MDR-3, located east of the Alhambra Wash;
- South: Areas to the south of the project site include vacant land associated with the Alhambra Wash and residential uses zoned Arroyo Residential MDR-3; and
- West: Areas to the west of the project site are located within the City of Alhambra's jurisdiction and include single-family residential uses zoned R-1.





Source: Google Earth, April 2019.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION  
ARROYO VILLAGE RESIDENTIAL CONDOMINIUM PROJECT

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## Site Vicinity

Exhibit 2-2



## 2.3 BACKGROUND AND HISTORY

The project site has been considered for condominium development as early as 2004. The initial design, which considered a 72-unit senior condominium development, was presented to neighboring uses in a series of community meetings at the cities of San Gabriel and Alhambra in September 2013 and October 2013, respectively. In 2014, the project design was altered to consider the development of a 46-unit residential condominium community with an access bridge at South Arroyo Drive. This project was presented to neighboring uses in two community meetings which occurred at the cities of San Gabriel and Alhambra in June and November 2015, respectively. Based on feedback from neighboring uses within the city of Alhambra's jurisdiction, the project was reduced by five units. The project was also previewed to the San Gabriel Design Review Commission in April 2017.

The project Applicant intends to remove the existing on-site single-family residential structure to construct a new residential condominium community at the project site (the subject of this Initial Study).

## 2.4 PROJECT CHARACTERISTICS

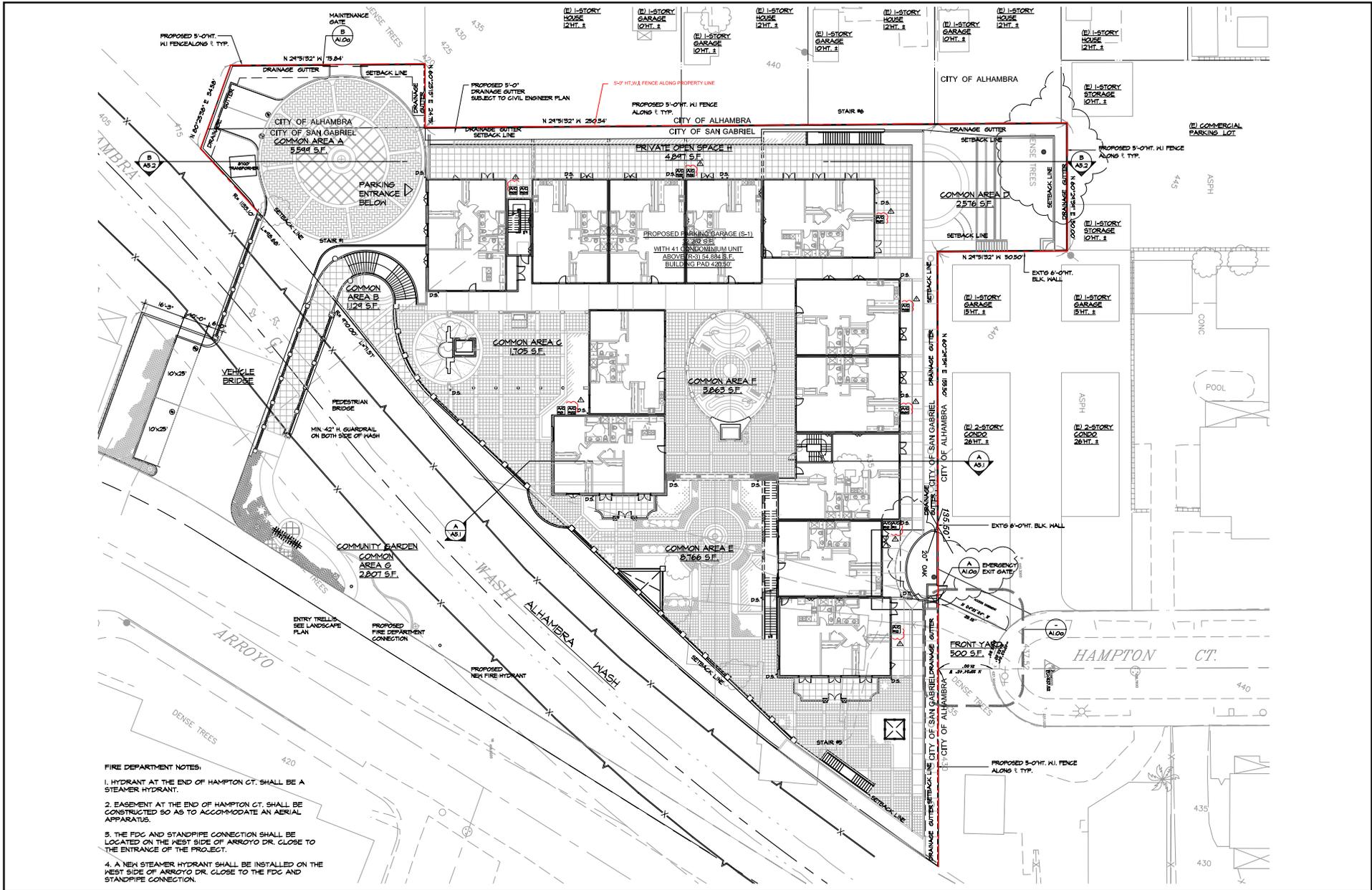
The project proposes to demolish the existing on-site single-family residential building to construct a new four-story residential building encompassing 41 condominium units totaling approximately 55,000 square feet with a 36,000 square foot underground parking garage; refer to Exhibit 2-3, *Conceptual Site Plan*. Each condominium unit would range between two to four bedrooms and would range in size between 1,230 to 2,489 square feet. The exterior building colors would include neutral earth tones (whites, beiges, browns) with red accents, while the project's exterior building materials would exemplify architectural elements associated with the Spanish Colonial architecture used in San Gabriel since the eighteenth century; refer to Exhibit 2-4a, *Proposed North and East Elevations*, and Exhibit 2-4b, *Proposed West and South Elevations*. Exterior finishes would include a smooth stucco finish with sand-finished accents, clay Spanish tile roofing, Spanish glazed tile, wrought-iron railings and grilles, wood columns and trellises, circular archways metal louvers, awnings, and decorative pre-cast molding and columns, and a dome with an architectural ornament. In addition, a vehicular bridge with a pedestrian walkway would be installed at the southern portion of the project site to provide project access at South Arroyo Drive; refer to Exhibit 2-5, *Conceptual Bridge Plan*.

### SITE ACCESS

The site's existing driveway along Hampton Court would be abandoned except for emergency access and a new vehicular bridge with a pedestrian walkway which has been reviewed and approved by the Army Corps of Engineers would be installed over the Alhambra Wash at the southern portion of the project site to South Arroyo Drive; refer to Exhibit 2-5. The bridge would span 50 feet skewed over the Alhambra Wash with a 37.5-foot skew clear inside the Alhambra Wash. The bridge would be elevated 13.25 feet over the lowest point of the Alhambra Wash. The bridge would be constructed of manufactured precast concrete tees in six-foot typical sections. The bridge is constructed of seven precast sections with a five-inch concrete slab topping for the pavement. A six-foot minimum clearance from the top of the side of the Alhambra Wash would be maintained. The proposed pedestrian walkway would be separated from vehicular traffic via fencing.

### PARKING

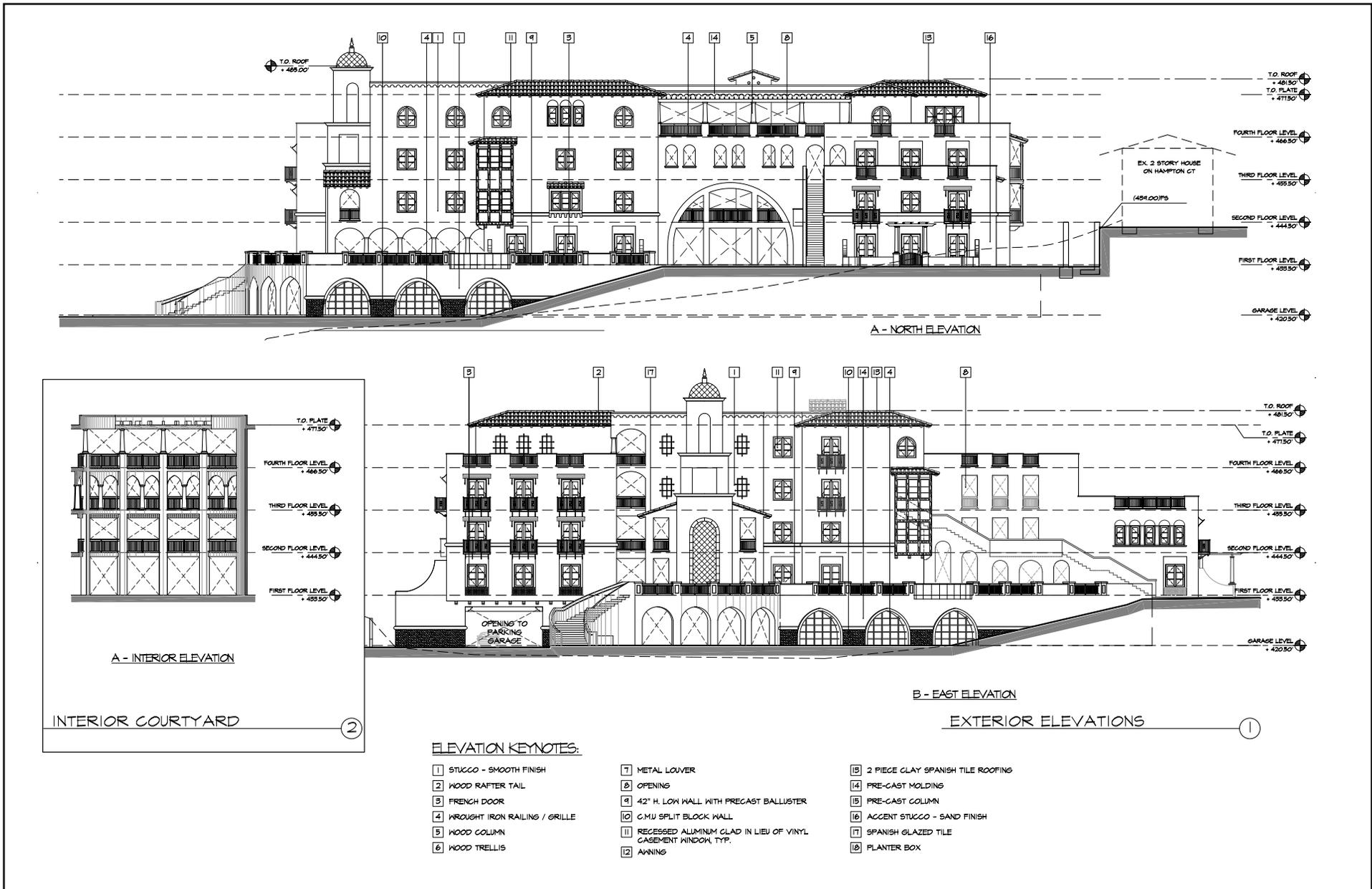
A 36,000 square foot underground parking garage would provide 97 parking spaces, including 83 residential parking spaces and 14 guest parking spaces. In addition, the project would provide four surface-level parking spaces.



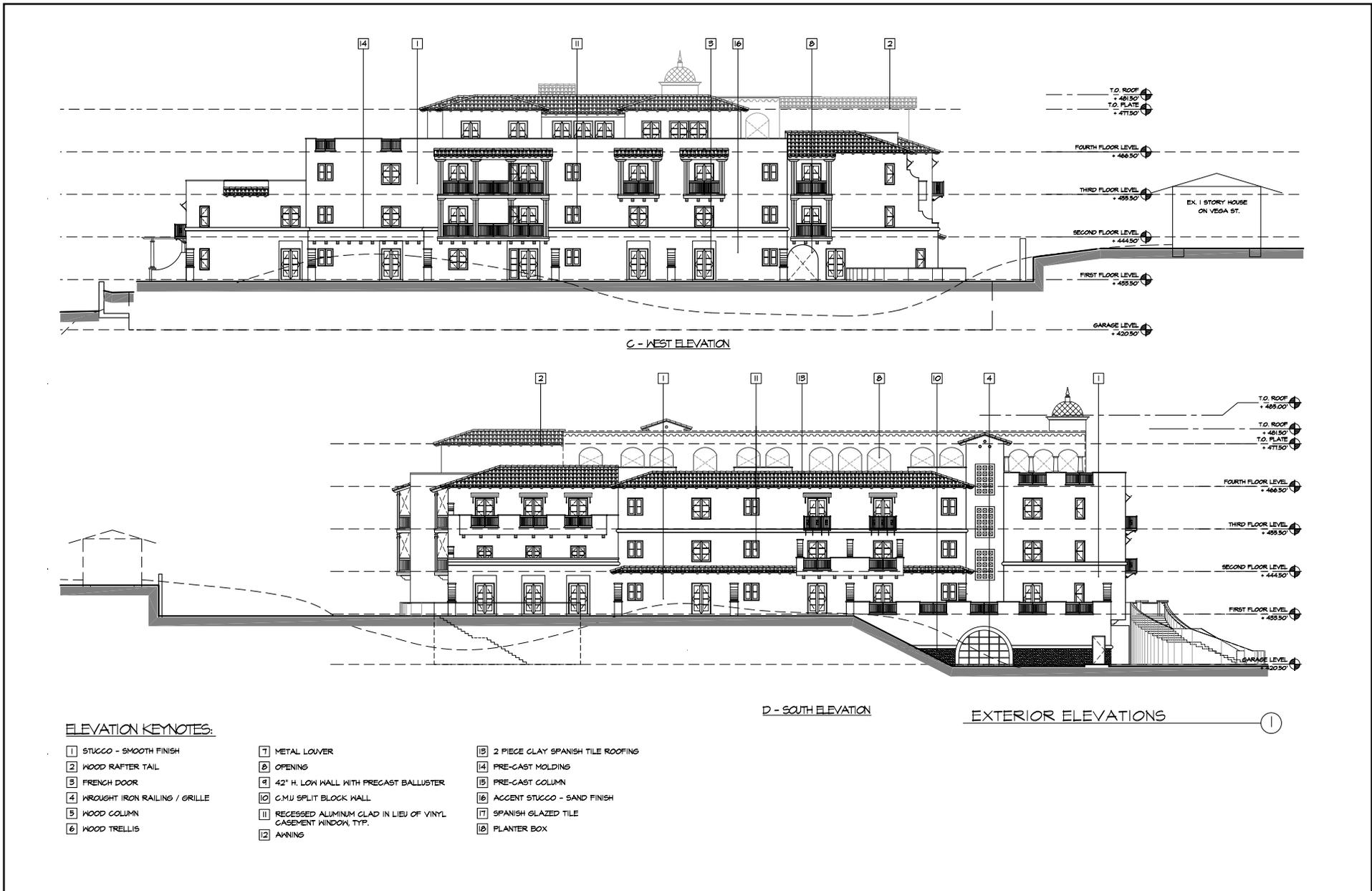
Source: Design Inspiration Group, Inc., Arroyo Village Sheet A1.0, Site Plan, May 20, 2019.

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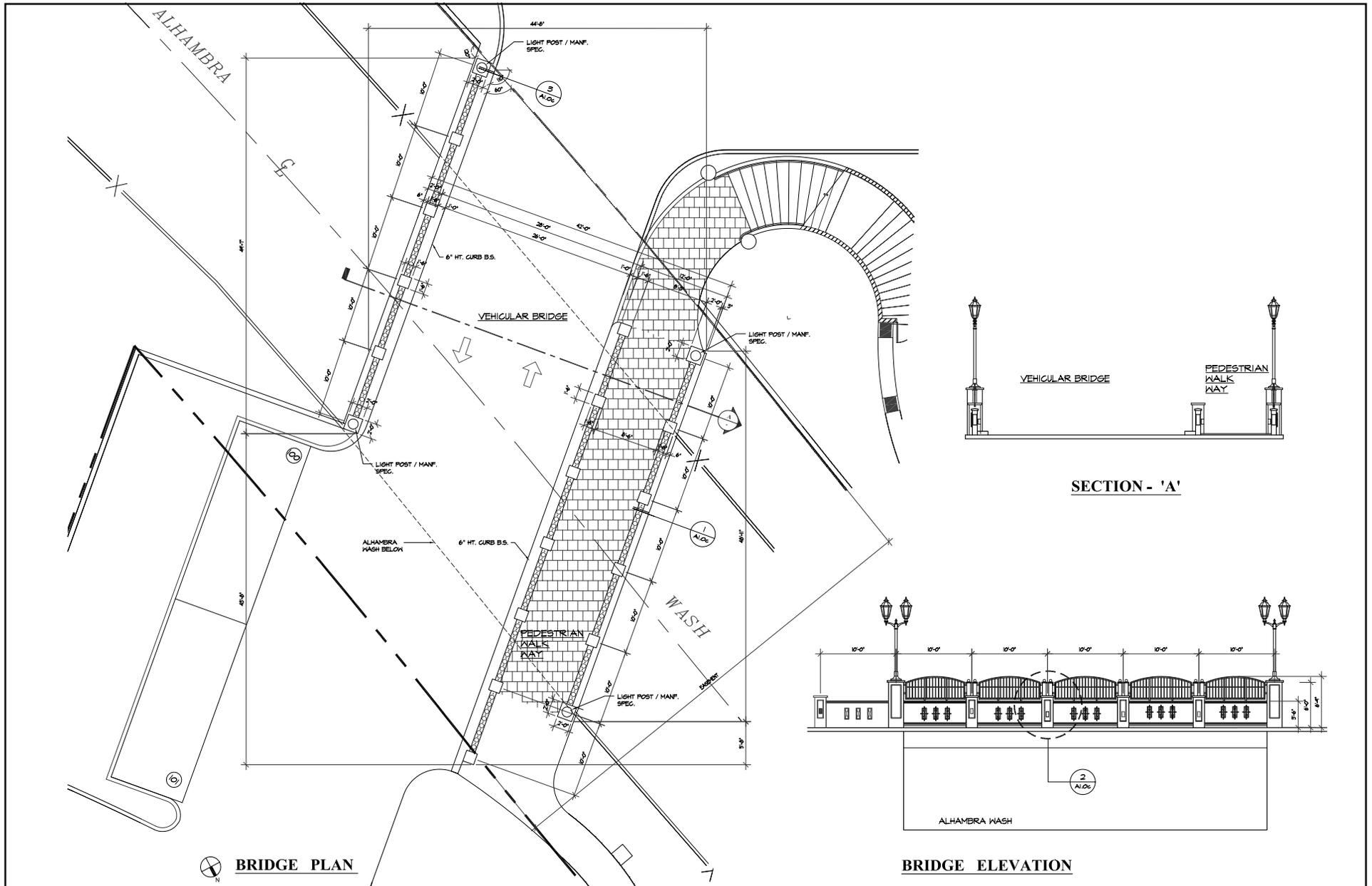
# Conceptual Site Plan



Source: Design Inspiration Group, Inc., Arroyo Village Sheet A4.1, Exterior Elevations, June 27, 2017.



Source: Design Inspiration Group, Inc., Arroyo Village Sheet A4.2, Exterior Elevations, June 27, 2017.



Source: Design Inspiration Group, Inc., Arroyo Village Sheet A1.0b, Bridge Plan, August 13, 2013.

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# Conceptual Bridge Plan

Exhibit 2-5



## OPEN SPACE

The project would incorporate approximately 30,654 square feet of private and common residential open space, including covered and uncovered courtyards, balconies, terraces, and decks.

## LANDSCAPING

Ornamental landscaping would be installed throughout the project site; refer to Exhibit 2-6, Conceptual Landscape Plan. Planting materials would include a mix of trees, shrubs, and accents, and may include Chinese pistachio, crape myrtle, California pepper tree, sweet shade, California fan palm, purple trumpet tree, Irish juniper, Mahonia, phormium, prostrate abelia, blue hibiscus, dwarf bottlebrush, Mexican daisy, Berkeley sedge, blue chalks sticks, variegated Japanese sedge, and tall Fescue medallion sod. The proposed project would result in the removal of 35 out of 37 existing on-site trees. However, tree removal activities would be more than offset through the project's proposed installation of 54 trees; refer to Exhibit 2-6.

## UTILITIES

The following utilities would serve the project site:

- Water. The San Gabriel County Water District (SGCWD) would provide water services to the project site. The project would install a four-inch iron pipeline (IP) water lateral and four-inch fire service lateral within the proposed vehicular bridge and pedestrian walkway to connect to an existing SGCWD-owned water mainline aligned within South Arroyo Drive.
- Sewer. The City of San Gabriel would provide sanitary sewer service to the project site for collection and delivery to the Sanitation Districts of Los Angeles County (Districts) trunk line system. An eight-inch vitrified clay pipeline (VCP) sewer line would be installed within the proposed vehicular bridge and pedestrian walkway to connect to an existing 10-inch sewer mainline aligned within South Arroyo Drive.
- Drainage. The City of San Gabriel operates and maintains a citywide storm drain system. The project's proposed drainage pattern would be separated into two main areas: the area west of Alhambra Wash and the area east of Alhambra Wash. Area drains and catch basins would be installed to collect runoff from the area west of Alhambra Wash. All catch basins would be fitted with grate inlet skimmer boxes and downspout filters for pre-treatment, and open-curb catch basins would be fitted with a curb inlet basket systems. After pre-treatment, runoff would directly drain into an infiltration trench located at the project driveway area. Overflow would directly discharge to Alhambra Wash via gravity.

Runoff from areas east of Alhambra Wash would be collected via trench drains and catch basins. All catch basins would be fitted with grate inlet skimmer boxes and filters would be installed on all trench drains for pre-treatment. After pre-treatment, runoff would directly drain into an infiltration trench located at the project's entrance area at Arroyo Drive. Overflow would directly discharge to Alhambra Wash by gravity.

- Electricity and Natural Gas. Southern California Edison would provide electricity to the project site via an electrical vault at the southwest corner of the project site and buried electrical conduit. A three-inch gas lateral would be installed within the proposed vehicular bridge and pedestrian walkway to connect to an existing Southern California Gas Company mainline aligned within South Arroyo Drive.





## CITY OF ALHAMBRA

As depicted on Exhibit 2-3, the project site includes three lots within the City of Alhambra (APN 5346-008-031, 5346-009-008, and 5346-009-010). The project Applicant has submitted plans to the City of Alhambra to permit the future use of these lots as landscaping and guest parking spaces.

## 2.5 PHASING AND CONSTRUCTION

Project construction would occur over approximately 17 months, beginning in January 2021 and ending in June 2022.

## 2.6 PERMITS AND APPROVALS

The City of San Gabriel is the Lead Agency for the project and has discretionary authority over the project proposal, which includes the following:

- Certification of the CEQA Clearance Document;
- Tentative Tract Map;
- Precise Plan of Design;
- Setback Variance; and
- Issuance of applicable Grading and Building Permits.

In addition, the following permits/approvals may be required of other agencies:

- Design Review and Residential Planned Development Permit – City of Alhambra;
- National Pollutant Discharge Elimination System (NPDES) Construction General Permit – Los Angeles Regional Water Quality Control Board;
- Construction Permit – Los Angeles County Flood Control District; and
- Construction Permit – South Coast Air Quality Management District.



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## 3.0 INITIAL STUDY CHECKLIST

### 3.1 BACKGROUND

1. **Project Title:**  
Arroyo Village Residential Condominium Project
2. **Lead Agency Name and Address:**  
City of San Gabriel, 425 South Mission Drive, San Gabriel, California 91776
3. **Contact Person and Phone Number:**  
Mr. Matt Chang, Senior Planner, 626.308.2806
4. **Project Location:**  
The proposed 1.16-acre site is located at 235 South Arroyo Drive in the City of San Gabriel (Assessor's Parcel Numbers [APN] 5346-011-001, 5346-011-004, and 5346-011-006). A limited portion of the project site is located in the City of Alhambra at APN 5346-008-031, 5346-009-008, and 5346-009-010.
5. **Project Sponsor's Name and Address:**  
Arroyo Development, LLC, 2409 #A Strozier Avenue, South El Monte, CA 91733
6. **General Plan Designation:**  
Based on the *Mission District Specific Plan* (Specific Plan), the project site is designated Mission District High Density Multi Family Residential (24 to 40 dwelling units per acre).
7. **Zoning:**  
The project site is zoned Arroyo Residential Multiple-Family Residence (Arroyo Residential MDR-3) by the Specific Plan.
8. **Description of Project:**  
The Arroyo Village Residential Condominium Project (herein referenced as the "project") proposes the construction of a 41-unit residential condominium development on an approximately 1.16-acre site located at 235 South Arroyo Drive. The development would be four stories with one level of underground parking. Project approval would require a Tentative Tract Map, Precise Plan of Design, Setback Variance, Grading and Building Permits, and CEQA Clearance.
9. **Surrounding Land Uses and Setting:**  
The project site is bounded by residential uses on all sides with the exception of parking lot uses to the northwest and vacant land associated with the Alhambra Wash to the south of the site; refer to Section 2.2, *Environmental Setting*.
10. **Other public agencies whose approval is required:**  
Other public agency approvals may include the following, among others:
  - Design Review and Residential Planned Development Permit - City of Alhambra;
  - National Pollutant Discharge Elimination System (NPDES) Construction General Permit - Los Angeles Regional Water Quality Control Board;



- Construction Permit - Los Angeles County Flood Control District; and
- Construction Permit - South Coast Air Quality Management District.

**11. 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, etc.?**

In compliance with AB 52, the City distributed letters to applicable Native American tribes informing them of the project on May 9, 2019. The Gabrieleno Band of Mission Indians – Kizh Nation requested consultation on July 23, 2019. Based on consultation with the Gabrieleno Band of Mission Indians – Kizh Nation, the project’s proposed ground disturbance activities could uncover previously undiscovered tribal cultural resources. Based on the region’s sensitivity with the Gabrieleno Band of Mission Indians - Kizh Nation, implementation of Mitigation Measures CUL-1 through CUL-3, and TCR-1 through TCR-5 would be required. These measures would ensure a Native American monitor is present on-site during all ground-disturbing activities and the measures detail required procedures should any found resources be identified as Native American. Refer to Section 4.5, Cultural Resources, for the full text of these measures. Following implementation of Mitigation Measures CUL-1 through CUL-3, and TCR-1 through TCR-5, impacts to tribal cultural resources would be less than significant; refer to Section 4.18, Tribal Cultural Resources.

**3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or “Less Than Significant Impact with Mitigation Incorporated,” as indicated by the checklist on the following pages.

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

**3.3 EVALUATION OF ENVIRONMENTAL IMPACTS**

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- |                                      |                             |
|--------------------------------------|-----------------------------|
| • Aesthetics                         | • Mineral Resources         |
| • Agriculture and Forestry Resources | • Noise                     |
| • Air Quality                        | • Population and Housing    |
| • Biological Resources               | • Public Services           |
| • Cultural Resources                 | • Recreation                |
| • Energy                             | • Transportation            |
| • Geology and Soils                  | • Tribal Cultural Resources |



- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the CEQA Guidelines and used by the City of San Gabriel in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- No Impact. The development would not have any measurable environmental impact on the environment.
- Less Than Significant Impact. The development would have the potential for impacting the environment, although this impact would be below established thresholds that are considered to be significant.
- Less Than Significant Impact With Mitigation Incorporated. The development would have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- Potentially Significant Impact. The development would have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures would be required, so that impacts may be avoided or reduced to insignificant levels.



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## 4.0 ENVIRONMENTAL ANALYSIS

### 4.1 AESTHETICS

<i>Except as provided in Public Resources Code Section 21099, would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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 non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			✓	

The shade/shadow analysis contained herein is based in part on the *Shade/Shadow Study for Arroyo Village, San Gabriel, California* (Shade/Shadow Study), prepared by Michael Baker International (dated June 5, 2019); refer to Appendix A, *Shade/Shadow Study*.

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

**No Impact.** The project site is located within a highly urbanized area of San Gabriel and is surrounded by residential uses on all sides with the exception of parking lot uses to the northwest and vacant land associated with the Alhambra Wash to the south of the site. According to the General Plan Environmental Evaluation, there are no designated scenic vistas within the City of San Gabriel. Thus, project implementation would not have a substantial adverse impact on a scenic vista. No impact would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** According to the California Department of Transportation's (Caltrans) California Scenic Highway Mapping System, no scenic highways are near the project site. The closest officially designated or eligible State scenic highway is Interstate 210 (Foothill Freeway), located over four miles to the northwest of the project site.<sup>1</sup> Views of the project site are not afforded from Interstate 210 due to intervening topography, structures, and vegetation. Thus, project implementation would have no impact on scenic resources within a State scenic highway.

<sup>1</sup> California Department of Transportation, *California Scenic Highway Mapping System*, [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/), accessed May 3, 2019.



**Mitigation Measures:** No mitigation measures are required.

- c) ***In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

Less Than Significant Impact. The project site is partially developed is surrounded by residential uses on all sides with the exception of parking lot uses to the northwest and vacant land associated with the Alhambra Wash to the south of the site; refer to Exhibit 4.1-1, Site Photographs. As the project is primarily surrounded by urbanized uses in all directions, project implementation is not anticipated to degrade the existing visual character or quality of public views of the site or its surroundings. The following discussion analyzes the project's potential to conflict with applicable zoning and other regulations governing scenic quality.

The project proposes the construction of a four-story residential building encompassing 41 condominium units totaling 55,000 square feet with a 36,000 square foot underground parking garage. The proposed building would range in building height from approximately 33 to 48 feet from first floor level, with additional height for roof appurtenances and architectural features. It is noted that the visible building face would range, depending on the view perspective, due to the sloping nature of the project site. The exterior building colors would include neutral earth tones (whites, beiges, browns) with red accents, while the project's exterior building materials would exemplify architectural elements associated with the Spanish Colonial architecture used in San Gabriel since the eighteenth century; refer to Exhibit 2-4a, Proposed North and East Elevations, and Exhibit 2-4b, Proposed West and South Elevations. Exterior finishes would include a smooth stucco finish with sand-finished accents, clay Spanish tile roofing, Spanish glazed tile, wrought-iron railings and grilles, wood columns and trellises, circular archways metal louvers, awnings, and decorative pre-cast molding and columns, and a dome with an architectural ornament. In addition, a vehicular bridge with a pedestrian walkway would be installed at the southern portion of the project site to provide project access at South Arroyo Drive; refer to Exhibit 2-5, Conceptual Bridge Plan.

As discussed in Section 2.0, Project Description, ornamental landscaping (Chinese pistachio, crape myrtle, California pepper tree, sweet shade, California fan palm, purple trumpet tree, Irish juniper, Mahonia, phormium, prostrate abelia, blue hibiscus, dwarf bottlebrush, Mexican daisy, Berkeley sedge, blue chalks sticks, variegated Japanese sedge, and tall Fescue medallion sod) would be installed throughout the project site; refer to Exhibit 2-6, Conceptual Landscape Plan. The proposed project would result in the removal of 35 out of 37 existing on-site trees. However, tree removal activities would be more than offset through the project's proposed installation of 54 trees; refer to Exhibit 2-6.

Based on the Mission District Specific Plan, the project site is zoned Arroyo Residential Multiple-Family Residence (MDR-3). As the project would be consistent with the project site's existing zoning, no amendment to the Mission District Specific Plan would be required as part of the project; refer to Section 4.11, Land Use and Planning. Project implementation would not alter the existing developed character of the project area. As indicated in Section 4.11, the project also would be consistent with the City's permitted height requirements for the project site.

The project proposes setback variances to the rear yard setback (to the west) and the side yard setback (to the north). As discussed in Table 4.11-2 of Section 4.11, a setback variance may be granted when special circumstances applicable to a property, including size, shape, topography, location or surroundings, make it such that the strict application of the zoning ordinance would deprive such property of privileges enjoyed by other properties in the vicinity and under an identical zoning designation. The granting of such variance is allowed based on a project's consistency with the General Plan and as long as the project would not authorize a use or activity which is not otherwise expressly authorized by the zoning for the property for which the variance is sought. As indicated in Table 4.11-2, the proposed project would be consistent with applicable General Plan Land Use Element goals, including those pertaining to



Southern view of the site's existing entrance from Hampton Court.



Northern view of the existing single family residential use on the project site.



Southwestern view of the Alhambra Wash and existing single family residential uses.



Northern view of the project site and neighboring residential uses.



View of existing multiple family residential uses along Carillo Drive to the east of the project site.



Western view of the project site from South Arroyo Drive.



aesthetics. In addition, as discussed below, the project would not result in significant impacts pertaining to shade/shadow affects. If the City's Planning Commission approves the project, including the proposed setback variance, the project's proposed setbacks would be allowed. The project would also be required to prepare a Precise Plan of Design subject to review by the City's Design Review Commission to ensure the project would be compatible with and complementary to its neighboring uses. As such, the project would not conflict with applicable zoning and other regulations governing scenic quality and impacts would be less than significant.

## SHADE/SHADOW ANALYSIS

Shading refers to the effect of shadows cast upon adjacent areas by proposed structures. Consequences of shadows upon land uses may be positive, including cooling effects during warm weather, or negative, such as the loss of natural light necessary for solar energy purposes or the loss of warming influences during cool weather. Shadow effects are dependent upon several factors, including the local topography, the height and bulk of the project's structural elements, sensitivity of adjacent land uses, season, and duration of shadow projection. Facilities and operations sensitive to the effects of shading include: routinely usable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors. Shadow-sensitive uses in the vicinity of the project site include residential outdoor activity areas (i.e., backyard areas where sunlight is important to its function or for physical comfort of this use).

In order to identify the proposed project's potential shadow-related impacts, existing and project-generated morning, noon, afternoon, and evening shade patterns were compared for each of the four seasons; refer to [Appendix A](#). The longest shadows are cast during the winter months and the shortest shadows are cast during the summer months. Therefore, the following four dates were used for analysis purposes:

- Winter and summer solstices (December 21 and June 21), when the sun is at its lowest and highest point, respectively, and
- Spring and fall equinoxes (March 21 and September 21), when day and night are of approximately equal length.

A project would have a significant impact pertaining to the degradation of character/quality if it would substantially block sunlight for neighboring buildings. Since the City of San Gabriel does not have a specific adopted threshold to determine whether or not increased shade/shadow patterns are considered significant, this analysis considers the City of Los Angeles' adopted threshold. The urbanized character of the City is similar to that of Los Angeles (pertaining to potential shade/shadow concerns) and Los Angeles is one of the few cities in southern California with an adopted threshold of significance for shade/shadow impacts. Thus, for the purposes of this analysis, a project would have a significant impact if:

- Shadow-sensitive use areas (where sunlight is important to its function) would be shaded by project-related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October), compared to existing conditions.

## Existing Shade/Shadow Conditions

The existing on-site residential structure does not currently shade any sensitive uses for more than three hours between 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours between 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October); refer to [Exhibit 4.1-2, Existing Shade/Shadow Patterns](#).



## Proposed Shade/Shadow Conditions

### Early April to Late October

*Summer Months.* The proposed project would cast minimal shadows onto single-family residential uses to the north during the morning (9:00 a.m.) hour; refer to [Exhibit 4.1-3, Proposed Shade/Shadow Patterns](#). During the mid-day (12:00 p.m.) hour, shadows cast by the proposed project would primarily be contained within the project's boundary, except for a small portion of the Alhambra Wash to the east. During the afternoon (3:00 p.m.) hour, shadows cast by the proposed project would nominally be cast onto the Alhambra Wash to the east. Shadows cast during the evening (6:00 p.m.) hour would spill onto the Alhambra Wash, South Arroyo Drive, and a small portion of a residential front yard area to the east. The project would not result in the shading of any shadow-sensitive uses for more than four hours between 9:00 a.m. and 5:00 p.m. Thus, during the summer months, surrounding uses would not experience significant shadow impacts as a result of the proposed project.

*Fall Months.* The proposed project would cast shade to off-site uses for greater than four hours between the hours of 9:00 a.m. and 6:00 p.m. during the fall months; refer to [Exhibit 4.1-3](#). The narrow and limited side/back yard area associated with the residential use to the north would be shaded for more than four hours between 9:00 a.m. and 6:00 p.m. However, this area is not considered a shadow-sensitive use (as sunlight is not important to its function). This shaded area is utilized for side yard, driveway, and garage uses and therefore is not considered a routinely useable outdoor space where sunlight is important to its function. Further, this area already experiences shading under existing conditions. Thus, during the fall months, surrounding uses would not experience significant shadow impacts as a result of the proposed project.

### Late October to Early April

*Winter Months.* The proposed project would cast shade for greater than three hours between 9:00 a.m. and 3:00 p.m. at off-site areas in the winter months; refer to [Exhibit 4.1-3](#). These areas shaded for more than three hours include the side/back yard area, paved driveway, detached garage, and residential structure associated with the single-family residential use to the north, as well as a small portion of the Alhambra Wash to the east. These areas are not considered shadow-sensitive (as sunlight is not important to their function) and/or routinely usable outdoor spaces. In addition, the areas associated with the single-family residential use to the north experience shading under existing conditions as a result of the residential and ancillary structures at the residential use to the north. Therefore, the project would not result in significant shade/shadow impacts during the winter months.

*Spring Months.* The proposed project would cast shadows onto the front and side/back yard area associated with the residence to north of the project site for greater than three hours between 9:00 a.m. and 3:00 p.m. during the spring months; refer to [Exhibit 4.1-3](#). These narrow and limited areas are not considered shadow-sensitive (as sunlight is not important to their function). This shaded area is utilized for side yard, driveway, and garage uses and therefore is not considered routinely usable outdoor space where sunlight is important to its function. Further, this area already experience shading under existing conditions as a result of the residential and ancillary structures at the residential use to the north. Therefore, the project would not result in significant shade/shadow impacts during the spring months.

Late October to Early April



Winter Solstice



Vernal Equinox

Early April to Late October



Summer Solstice



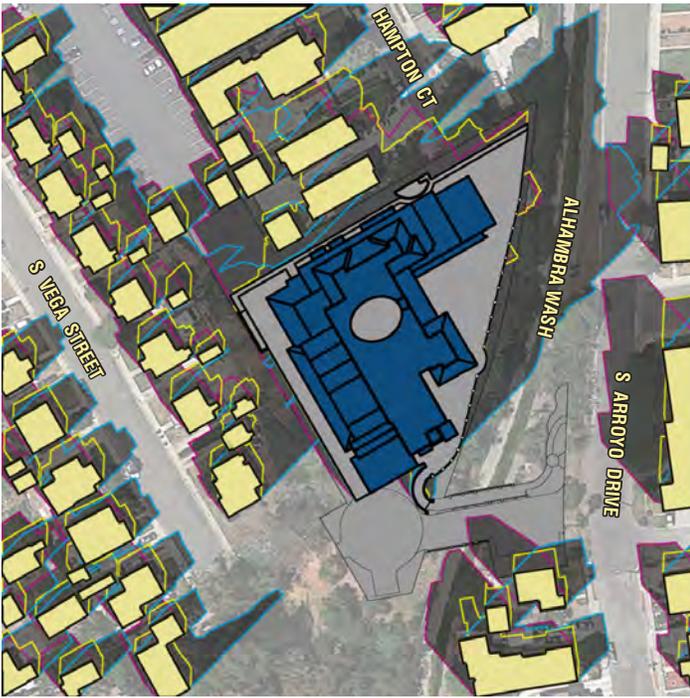
Autumnal Equinox

LEGEND

- 9 a.m. Shadow Pattern
- 12 p.m. Shadow Pattern
- 3 p.m. Shadow Pattern
- 6 p.m. Shadow Pattern

Note: Based on the daytime lighting conditions throughout the year, the Summer Solstice and Autumnal Equinox shadow patterns are represented from 9:00 a.m. and 6:00 p.m. and the Winter Solstice and Vernal Equinox shadow patterns are represented from 9:00 a.m. to 3:00 p.m.

Late October to Early April



Winter Solstice



Vernal Equinox

Early April to Late October



Summer Solstice



Autumnal Equinox

LEGEND

- 9 a.m. Shadow Pattern
- 12 p.m. Shadow Pattern
- 3 p.m. Shadow Pattern
- 6 p.m. Shadow Pattern

Note: Based on the daytime lighting conditions throughout the year, the Summer Solstice and Autumnal Equinox shadow patterns are represented from 9:00 a.m. and 6:00 p.m. and the Winter Solstice and Vernal Equinox shadow patterns are represented from 9:00 a.m. to 3:00 p.m.



As discussed above, the proposed project would not result in significant shading of the any shadow-sensitive uses for more than three hours between 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours between 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October). Although the side/back yard area, paved driveway, and residential structure to the north and a small portion of the Alhambra Wash would experience significant shading as a result of the project, these uses are not considered shadow-sensitive (as these areas are not dependent on sunlight for its function, and these areas are not routinely usable outdoor spaces). As discussed, the majority of the areas associated with the residence to the north are utilized for side yard, driveway, and garage uses and therefore are not considered routinely useable outdoor space where sunlight is important to its function. Further, this area already experiences shading under existing conditions. As such, a less than significant shade/shadow impact would occur with implementation of the proposed project.

#### Shading of On-Site Courtyard

The proposed project includes a central courtyard to be used by on-site residents. During the summer months, the on-site courtyard area would experience some shading during the morning, afternoon, and evening hours, but would receive sunlight in the majority of the courtyard for most of the day; refer to [Exhibit 4.1-3](#). During the fall months, the on-site courtyard area would be completely shaded during the morning and evening hours and would be partially shaded during the mid-day and afternoon hours. This area would be shaded at all hours during the winter months. During the spring months, this area would be fully shaded during the morning hours and would be partially shaded during the mid-day and afternoon hours. As such, a less than significant shade/shadow impact would occur with implementation of the proposed project.

**Mitigation Measures:** No mitigation measures are required.

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

Less Than Significant Impact. A potentially significant impact would occur if a new source of substantial light or glare causes an adverse effect on day or nighttime views. Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprising highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point source lighting that contrasts with existing low ambient light conditions.

#### **Short-Term Impacts**

Project construction could involve temporary glare impacts as a result of construction equipment and materials. However, based on the project's limited scope of activities, these sources of glare would not be substantial. The project would comply with SGMC Section 150.003, *Construction; Hours of Construction*, for allowable construction hours, which are limited to between 7:00 a.m. to 7:00 p.m. (Mondays through Friday), and 8:00 a.m. to 4:00 p.m. on Saturdays. No construction is allowed on Sundays. Thus, as no construction activities would be permitted after 7:00 p.m. on weekdays, after 4:00 p.m. on Saturdays, or on Sundays, short-term construction-related impacts to nighttime lighting would be less than significant.

#### **Long-Term Impacts**

The proposed project would increase lighting at the project site compared to existing conditions. However, the project would be required to comply with the exterior lighting requirements included in the Mission District Specific Plan, such



as Performance Standard 2, *Light and Glare*, which states that no lighting shall be installed so as to create an overspill onto adjoining residential properties. Performance Standard 2 also mandates that exterior lighting fixtures, except as required for historical and design purposes, shall employ cut-off design and adjustable hoods permitting light to be directed onto property and away from property lines as required.

The project's exterior building materials would include a smooth stucco finish with sand-finished accents, clay Spanish tile roofing, Spanish glazed tile, wrought-iron railings and grilles, wood columns and trellises, circular archways metal louvers, awnings, and decorative pre-cast molding and columns, and a dome with an architectural ornament. If not properly treated, these materials could result in increased daytime glare. These features would be required to demonstrate compliance with the architectural design standards set forth in Chapter 7 of the Specific Plan. Further, if the City's Planning Commission approves the project, the project's Precise Plan of Design would be subject to review by the City's Design Review Commission to verify the project's consistency with the performance and design standards outlined in the Specific Plan and that neighboring uses are not exposed to substantial daytime glare. Impacts would be less than significant in this regard.

**Mitigation Measures:** No mitigation measures are required.



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## 4.2 AGRICULTURE AND FORESTRY RESOURCES

<p><i>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:</i></p>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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?				✓

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No Impact. According to the California Department of Conservation, the project site is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland).<sup>1</sup> No agricultural resources exist within or adjacent to the project site. Thus, project implementation would not convert Farmland to non-agricultural use. No impacts would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.

<sup>1</sup> California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed May 2, 2019.



**b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

No Impact. The project site is zoned Arroyo Residential Multiple-Family Residence (Arroyo Residential MDR-3) and is not covered under a Williamson Act contract.<sup>2</sup> Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

No Impact. The project site is zoned Arroyo Residential MDR-3. Thus, project implementation would not conflict with existing zone for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

No Impact. Refer to Response 4.2(c). No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**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?**

No Impact. Refer to Response 4.2(a) and 4.2(c).

**Mitigation Measures:** No mitigation measures are required.

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<sup>2</sup> California Department of Conservation, *Los Angeles County Williamson Act FY 2015/2016*, file:///C:/Users/alicia.gonzalez/Downloads/LA\_15\_16\_WA.pdf, accessed May 2, 2019.



### 4.3 AIR QUALITY

<i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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)?			✓	

This section is primarily based upon the *Air Quality/Greenhouse Gas Assessment for the Arroyo Village Residential Condominium Project* (AQ/GHG Study), prepared by Michael Baker International (dated July 2019); refer to [Appendix B, AQ/GHG/Energy Data](#).

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

Less Than Significant Impact with Mitigation Incorporated. On March 3, 2017, the South Coast Air Quality Management (SCAQMD) Governing Board adopted the *2016 Air Quality Management Plan* (AQMP), which incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, the Southern California Associations of Government (SCAG) *2016-2040 Regional Transportation Plan/Sustainable Communities Strategies* (2016-2040 RTP/SCS), and updated emission inventory methodologies for various source categories. According to the SCAQMD's *CEQA Air Quality Handbook*, two main criteria must be addressed.

**Criterion 1:**

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) *Would the project result in an increase in the frequency or severity of existing air quality violations?*

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of a project's pollutant emissions relative to localized pollutant concentrations associated with the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) is used as the basis for evaluating project consistency. As discussed under Response 4.3(b) and Response 4.3(c), the project's short-term construction emissions, long-term operational emissions, and localized concentrations of carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), particulate matter less than 10 microns in diameter (PM<sub>10</sub>), and particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>) would be less than significant during project construction and operations. Therefore, the project would not result in an increase in the frequency or severity of existing air quality violations. Because volatile organic compounds (VOCs) are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs. Due to the role VOC plays in ozone (O<sub>3</sub>) formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established. As such, the project would not cause or contribute to localized air



quality violations or delay the attainment of air quality standard or interim emissions reductions specified in the AQMP.

- b) *Would the project result in an increase in the frequency or severity of existing air quality violations?*

As discussed in Response 4.3(b), construction and operations of the proposed project would result in emissions that would be below the SCAQMD construction and operational thresholds. Therefore, the proposed project meets this AQMP consistency criterion.

- c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

As discussed in Response 4.3(b) and Response 4.3(c), the proposed project would result in less than significant impacts with regard to localized concentrations during project operations. As such, the proposed project would not delay the timely attainment of air quality standards or AQMP emissions reductions.

## Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the South Coast Air Basin (Basin) focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the AQMP. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

- a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

In the case of the AQMP, three sources of data form the basis for the projections of air pollutant emissions; the *Comprehensive General Plan of the City of San Gabriel, California* (General Plan), SCAG's *Growth Management Chapter of the Regional Comprehensive Plan* (RCP), and SCAG's 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS also provides socioeconomic forecast projections of regional population growth. The project site is designated Mission District High Density Multi Family Residential by the *Mission District Specific Plan* (Specific Plan) and is zoned Arroyo Residential Multiple-Family Residence (Arroyo Residential MDR-3) by the Specific Plan. The project proposes to construct a new four-story residential building encompassing 41 condominium units. Based on the Specific Plan, the project site is designated High Density Residential (24 to 40 dwelling units per acre). The Specific Plan intends High Density Residential areas for development of multi-family dwellings, preferably on sites one acre or larger in size. As detailed in [Section 4.11, \*Land Use and Planning\*](#), the project site's Arroyo Residential MDR-3 zoning development standard allows for a maximum density of 40 dwelling units per acre. Thus, the proposed development would be permitted under the current General Plan designation and no General Plan Amendment would be required. Thus, the proposed project would be consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the 2016-2040 RTP/SCS. Additionally, as the SCAQMD has incorporated these same projections into the AQMP, it can be concluded that the proposed project would be consistent with the projections included in the AQMP.



b) *Would the project implement all feasible air quality mitigation measures?*

Compliance with all feasible emission reduction measures identified by the SCAQMD would be required as identified in Response 4.3(b) and Response 4.3(c). As such, the proposed project would meet this AQMP consistency criterion.

c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

As discussed in Section 4.8, *Greenhouse Gas Emissions*, the project would implement various SCAG policies and would be considered infill development. Further, the project would be consistent with the goals of SB 375 in that it would be located within a quarter mile of a major transit stop, which would incentivize residents to take public transportation and therefore lower criteria pollutant emissions. In addition, the project would be consistent with the General Plan High Density Residential land use designation for the site. As such, the proposed project meets this AQMP consistency criterion.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Also, the proposed project would be consistent with the goals and policies of the AQMP for control of fugitive dust. As discussed above, the proposed project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies and is, therefore, considered consistent with the AQMP.

**Mitigation Measures:** Refer to Mitigation Measures AQ-1 and AQ-2, below.

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

Less Than Significant Impact with Mitigation Incorporated.

**Criteria Pollutants**

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O<sub>3</sub>). O<sub>3</sub> occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O<sub>3</sub> is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO<sub>x</sub>, and sunlight to form; therefore, VOCs and NO<sub>x</sub> are O<sub>3</sub> precursors. To reduce O<sub>3</sub> concentrations, it is necessary to control the emissions of these ozone precursors. Significant O<sub>3</sub> formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O<sub>3</sub> concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O<sub>3</sub> in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O<sub>3</sub> (in the troposphere) can adversely affect the human respiratory system and other tissues. O<sub>3</sub> is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver



oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O<sub>3</sub>. Short-term exposure (lasting for a few hours) to O<sub>3</sub> at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO<sub>2</sub>). NO<sub>x</sub> are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO<sub>2</sub> (often used interchangeably with NO<sub>x</sub>) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO<sub>2</sub> occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO<sub>2</sub> can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO<sub>2</sub> concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO<sub>2</sub> may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM<sub>10</sub>). PM<sub>10</sub> refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM<sub>10</sub> arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM<sub>10</sub> scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter (PM<sub>2.5</sub>). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal PM<sub>2.5</sub> standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new PM<sub>2.5</sub> standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal PM<sub>2.5</sub> standards. On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO<sub>2</sub>). SO<sub>2</sub> is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with SO<sub>x</sub> and lead. Exposure of a few minutes to low levels of SO<sub>2</sub> can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOC's are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include: carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O<sub>3</sub>, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG (see below) interchangeably.



**Short-Term Construction Emissions**

Short-term air quality impacts are predicted to occur during grading and construction operations associated with implementation of the proposed project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and the motor vehicles of the construction crew.

Construction activities would include demolition, site preparation, grading, paving, construction of buildings, and architectural coating. Site grading would disturb approximately two acre and require approximately 4,417 cubic yards of soil export to accommodate one subterranean level of parking structure. Due to the slope of the project site, grading would require approximately 6,523 cubic yards of cut and 2,106 cubic yards of fill. Emissions for each construction phase have been quantified based upon the phase durations and equipment types. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod) version 2016.3.2. Refer to Appendix B, for the CalEEMod outputs and results. Table 4.3-1, Maximum Daily Construction Emissions, presents the project's anticipated daily short-term construction emissions.

**Table 4.3-1  
Maximum Daily Construction Emissions**

Emissions Source	Pollutant (pounds/day) <sup>1, 2</sup>					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Year 1</b>						
Unmitigated Construction Emissions	4.19	39.65	26.76	0.05	8.55	5.15
Mitigated Construction Emissions <sup>2</sup>	4.19	39.65	26.76	0.05	4.83	3.12
<i>SCAQMD Thresholds</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b><i>Is Threshold Exceeded After Mitigation?</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>
<b>Year 2</b>						
Unmitigated Construction Emissions	5.30	25.10	28.23	0.05	1.95	1.33
Mitigated Construction Emissions <sup>2</sup>	5.30	25.10	28.23	0.05	1.91	1.32
<i>SCAQMD Thresholds</i>	<b><i>75</i></b>	<b><i>100</i></b>	<b><i>550</i></b>	<b><i>150</i></b>	<b><i>150</i></b>	<b><i>55</i></b>
<b><i>Is Threshold Exceeded After Mitigation?</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>
Notes:						
1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD.						
2. The mitigation reduction/credits for construction emissions are based on mitigation included in CalEEMod and are required by the SCAQMD Rules. The mitigation applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in <u>Appendix B</u> .						
Refer to <u>Appendix B</u> , for assumptions used in this analysis.						

Fugitive Dust Emissions

Construction activities are a source of fugitive dust in the form of particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from demolition, grading, and construction is expected to be short-term and would cease



upon project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM<sub>10</sub> generated as a part of fugitive dust emissions. PM<sub>10</sub> poses a serious health hazard alone or in combination with other pollutants. PM<sub>2.5</sub> is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. PM<sub>2.5</sub> is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO<sub>x</sub> and sulfur oxides (SO<sub>x</sub>) combining with ammonia. PM<sub>2.5</sub> components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

Mitigation Measures AQ-1 and AQ-2 require implementation of dust control techniques to reduce PM<sub>10</sub> and PM<sub>2.5</sub> concentrations in compliance with *Mission District Specific Plan Program Environmental Impact Report* (Specific Plan EIR) Mitigation Measures AQ1 and AQ3. These are standard dust control measures that the SCAQMD requires for all projects and are required for all projects located within the Specific Plan area. As indicated in Table 4.3-1, total PM<sub>10</sub> and PM<sub>2.5</sub> emissions would be below the SCAQMD threshold following implementation of Mitigation Measures AQ-1 and AQ-2. Therefore, particulate matter impacts during construction would be less than significant.

#### Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to and from the site. Standard SCAQMD regulations, such as maintaining all construction equipment in proper tune, shutting down equipment when not in use for extended periods of time, and implementing. As noted in Table 4.3-1, construction equipment exhaust would not exceed SCAQMD thresholds. Therefore, impacts are less than significant in this regard.

#### ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O<sub>3</sub> precursors. In accordance with the methodology prescribed by the SCAQMD, the ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Regulation XI, Rule 1113 – *Architectural Coating*, all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG content of paint.<sup>1</sup> ROG emissions associated with the proposed project would be less than significant; refer to Table 4.3-1.

#### Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the California Air Resources Board in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for

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<sup>1</sup> South Coast Air Quality Management District, *Rule 1113. Architectural Coatings*, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf>, accessed June 23, 2019.



development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area. Thus, there would be no impact in this regard.

**Long-Term (Operational) Emissions**

Long-term air quality impacts would consist of mobile source emissions generated from project-related traffic, and emissions from stationary area and energy sources. Emissions associated with each of these sources were calculated and are discussed below.

Mobile Source

The project-generated vehicle emissions have been estimated using CalEEMod. According to the *Arroyo Village Condo Development: Traffic Impact Analysis (TIA) Report* (Traffic Impact Study) prepared by Traffic Design, Inc. (dated June 20, 2019), the proposed project would generate approximately 238 daily trips. Table 4.3-2, Long-Term Air Emissions, presents the anticipated mobile source emissions.

**Table 4.3-2  
Long-Term Air Emissions**

Scenario	Emissions (pounds per day) <sup>1</sup>					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Project Summer Emissions</b>						
Area Source	1.07	0.62	3.64	0.00	0.07	0.07
Energy Source	0.02	0.18	0.08	0.00	0.01	0.01
Mobile	0.41	2.02	5.51	0.02	1.74	0.48
<b>Total Maximum Daily Emissions<sup>2</sup></b>	<b>1.50</b>	<b>2.81</b>	<b>9.22</b>	<b>0.03</b>	<b>1.82</b>	<b>0.56</b>
<i>SCAQMD Regional Threshold</i>	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Project Winter Emissions</b>						
Area Source	1.07	0.62	3.64	0.00	0.07	0.07
Energy Source	0.02	0.18	0.08	0.00	0.01	0.01
Mobile	0.39	2.06	5.17	0.02	1.74	0.48
<b>Total Maximum Daily Emissions</b>	<b>1.48</b>	<b>2.86</b>	<b>8.89</b>	<b>0.02</b>	<b>1.82</b>	<b>0.56</b>
<i>SCAQMD Regional Threshold</i>	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Notes:						
1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD.						
2. The numbers may be slightly off due to rounding.						
Refer to <u>Appendix B</u> for assumptions used in this analysis.						

Area Source Emissions

Area source emissions would be generated due to an increased demand for natural gas associated with the development of the proposed project; refer to Table 4.3-2. The primary use of natural gas producing area source emissions by the project would be for consumer products, architectural coating, and landscaping.



### Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas usage associated with the proposed project; refer to [Table 4.3-2](#). The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

### Total Operational Emissions

As shown in [Table 4.3-2](#) the total operational mitigated emissions for both summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

### **Air Quality Health Impacts**

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, ozone precursors VOCs and NO<sub>x</sub> affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

Further, as noted in the Brief of Amicus Curiae by the SCAQMD (April 6, 2015), the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Furthermore, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD) (April 13, 2015), SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example is correlated with the increases in ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's 2012 *Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO<sub>x</sub> and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO<sub>x</sub> or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would have a less than significant impact for air quality health impacts.

### **Cumulative Construction Impacts**

With respect to the proposed project's construction-period air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to Federal Clean Air Act mandates. As such, the proposed project would comply with SCAQMD Rule 403 requirements and implement all feasible SCAQMD rules to reduce construction air emissions to the extent feasible. Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed project. In addition, the proposed project would comply with adopted AQMP emissions control measures. Pursuant to SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e.,



Rule 403 compliance, implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects throughout the Basin, which would include related projects.

As discussed above, the project's short-term construction emissions would be below the SCAQMD thresholds and would result in a less than significant impact. Thus, it can be reasonably inferred that the project's construction emissions would not contribute to a cumulatively considerable air quality impact for nonattainment criteria pollutants in the Basin. Thus, a less than significant impact would occur in this regard.

### **Cumulative Long-Term Impacts**

As discussed previously, the proposed project would not result in long-term air quality impacts, as emissions would not exceed SCAQMD adopted operational thresholds. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the proposed project would be less than significant.

### **Mitigation Measures<sup>2</sup>:**

AQ-1 Prior to issuance of any Grading Permit, the City of San Gabriel Director of Public Works and Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust.
- Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering shall occur if dust is observed migrating from the site during site disturbance.
- Any on-site stockpiles of debris or on-site haul roads, dirt, or other dusty material shall be enclosed, covered, or watered three times daily, or non-toxic soil binders shall be applied.
- All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour.
- Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area.

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<sup>2</sup> Mitigation Measure AQ-1 correlates with Mitigation Measure AQ1 in the Mission District Specific Plan Program EIR and Mitigation Measure AQ-2 correlates with Mitigation Measure AQ3 in the Mission District Specific Plan Program EIR. These mitigation measures have been updated to reflect the latest practices and recommendations from the SCAQMD.



- Track-out devices such as gravel bed track-out aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt trackout from unpaved truck exit routes. Alternatively, a wheel washer shall be used at truck exit routes.
- On-site vehicle speed shall be limited to 15 miles per hour.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site.
- Reroute construction trucks away from congested streets or sensitive receptor areas.

AQ-2 All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (*Spilling Loads on Highways*), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Prior to the issuance of grading permits, the project Applicant shall demonstrate to the City of San Gabriel Director of Public Works how the project operations subject to that specification during hauling activities shall comply with the provisions set forth in Sections 23114(b)(F), (e)(4).

**c) *Expose sensitive receptors to substantial pollutant concentrations?***

Less Than Significant Impact with Mitigation Incorporated. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Resources Board (CARB) has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the project site include surrounding residences adjacent to all sides of the project site. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operations impacts (area sources only). The CO hotspot analysis following the LST analysis addresses localized mobile source impacts.

**Localized Significance Thresholds**

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST screening lookup tables for one-, two-, and five-acre projects emitting CO, NO<sub>x</sub>, PM<sub>2.5</sub>, or PM<sub>10</sub>. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The project is located within Source Receptor Area (SRA) 8, West San Gabriel Valley.

Construction LST

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day. SCAQMD provides LST thresholds for one-, two-, and five-acre site disturbance areas; SCAQMD does not provide LST thresholds for projects over five acres. Table 4.3-3, *Project Maximum Daily Disturbed Acreage*, identifies the maximum daily disturbed acreage for the purposes of LST modeling. As shown, the project could actively disturb approximately two acres per day during the grading phase of construction.



**Table 4.3-3  
Project Maximum Daily Disturbed Acreage**

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Rubber Tired Dozers	1	0.5	8	0.5
	Tractors/Loaders/Backhoes	2	0.5	8	1
	Graders	1	0.5	8	0.5
	Scrapers	0	1	8	0
<b>Total Acres Graded – Grading Phase</b>					<b>2</b>

Source: South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, July 2008.

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day. Based on the SCAQMD guidance, the project would disturb approximately two acres of land per day during the grading phase. Therefore, the LST thresholds for two acres were conservatively utilized for the construction LST analysis. The closest sensitive receptors to the project site are residential uses located adjacent to the project site on all sides. These sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive uses are adjacent to the project site, the lowest available LST values for 25 meters were used.

Table 4.3-4, *Construction Localized Significance Emissions Summary*, shows the mitigated localized construction-related emissions for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> compared to the LSTs for SRA 8. It is noted that the localized emissions presented in Table 4.3-4 are less than those in Table 4.3-1 because localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust), and do not include off-site emissions (i.e., from hauling activities). These emissions include reductions from compliance with SCAQMD Rules 402 and 403, requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed project; refer to Mitigation Measure AQ-1. As shown in Table 4.3-4, the project's localized construction emissions would not exceed the LSTs for SRA 8. Therefore, localized significance impacts from construction would be less than significant.

#### Operational LST

According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). Occasional truck trash pickup (once per week) would occur at the project site. These truck trash pickup activities would be intermittent and would not include extended periods of idling time; therefore, idling emissions from truck deliveries would be minimal. Additionally, potential emergency vehicle trips to and from the project site would be sporadic and would not idle on-site or along adjacent roadways for long periods of time. Thus, due to the lack of such emissions, no long-term LST analysis is necessary. Operational LST impacts would be less than significant in this regard.



**Table 4.3-4**  
**Localized Significance of Construction Emissions**

Phase	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Construction</b>				
Year 1 On-Site Emissions <sup>1,2</sup>	20.21	14.49	3.27	2.13
<i>SCAQMD Localized Threshold<sup>3</sup></i>	98	812	6	4
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Year 2 On-Site Emissions <sup>2,4</sup>	14.60	14.35	0.70	0.67
<i>SCAQMD Localized Threshold<sup>3</sup></i>	98	812	6	4
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

**Notes:**

1. The grading phase emissions during year 1 present the worst-case scenario for NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, and the demolition phase emissions during year present the worst-case scenario for CO.
2. The mitigation reduction/credits for construction emissions applied in CalEEMod are based on the application of dust control techniques as required by SCAQMD Rule 403. The dust control techniques include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stock piles with tarps; water all haul roads three times daily; and limit speeds on unpaved roads to 15 miles per hour.
3. The Localized Significance Threshold was determined using Appendix C of the SCAQMD Final Localized Significant Threshold Methodology guidance document for pollutants NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately two acres; therefore, the threshold for two acres was used), a distance of 82-feet (25) meters to the closest sensitive receptor, and the source receptor area (SRA 8).
4. The building construction phase emissions during year 2 present the worst-case scenario for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Refer to Appendix B for assumptions used in this analysis.

### Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased Nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.<sup>3</sup> Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD *CEQA Air Quality Handbook*, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 parts per million (ppm), which is the 8-hour California ambient air quality standard. As previously discussed, the project is located in SRA 8, West San Gabriel Valley. Communities within SRAs are expected to have similar climatology and ambient air pollutant concentrations. The monitoring station representative of SRA 8 is the Pasadena monitoring station, which is located approximately 2.37 miles north of the project site. The highest CO concentration at the Pasadena monitoring station was measured at 1.95 ppm in 2018. As such, the background CO concentration near the project does not exceed or approach the 9.0 ppm threshold and a CO hotspot would not occur. Therefore, impacts concerning CO hotspots would be less than significant in this regard.

<sup>3</sup> United States Environmental Protection Agency, *Carbon Monoxide Emissions*, [https://cfpub.epa.gov/roe/indicator\\_pdf.cfm?i=10](https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10), accessed by June 27, 2019.



## Parking Structure Hotspots

Carbon monoxide concentrations are a function of vehicle idling time, meteorological conditions, and traffic flow. Therefore, parking structures (and particularly subterranean parking structures) tend to be of concern regarding CO hotspots, as they are enclosed spaces with frequent cars operating in cold start mode. A total of 97 vehicular parking spots would be constructed within the one-level subterranean parking structure and would be utilized by on-site residents and guests. The proposed project would be required to comply with the ventilation requirements of the International Mechanical Code (Section 403.5 [Public Garages]), which requires that mechanical ventilation systems for public garages operate automatically upon detection of a concentration of carbon monoxide of 25 parts per million (ppm) by approved detection devices. The 25 ppm trigger is the maximum allowable concentration for continuous exposure in any eight-hour period according to the American Conference of Governmental Industrial Hygienists.<sup>4</sup> Impacts concerning parking structure CO hotspots would be less than significant in this regard.

## Localized Air Quality Health Impacts

As evaluated above, the project's air emissions would not exceed the SCAQMD's LST thresholds, and CO hotspots would not occur as a result of the proposed project. Therefore, the project would not exceed the most stringent applicable Federal or State ambient air quality standards for emissions of CO, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons (e.g., children and the elderly) are protected. In other words, the ambient air quality standards are purposefully set in a stringent manner to protect children, elderly, and those with existing respiratory problems. Thus, an air quality health impact would be less than significant in this regard.

## Conclusion

In conclusion, the project would not expose sensitive receptors to substantial pollutant concentrations as the project would not exceed the SCAQMD LST thresholds, would not cause a CO hotspot, and would not create a localized air quality health impact. A less than significant impact would occur in this regard.

**Mitigation Measures:** Refer to Mitigation Measure AQ-1.

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

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also comply with the SCAQMD Regulation XI, *Rule 1113 – Architectural Coating*, which would minimize odor impacts from ROG emissions during architectural coating. Any impacts to existing adjacent land uses would be short-term and are less than significant.

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<sup>4</sup> INTEC Controls, *Carbon Monoxide (CO) Detection and Control Systems for Parking Structures, Guidelines for the Design Engineer*, [http://www.inteccontrols.com/pdfs/CO\\_Parking\\_Garage\\_Design\\_Guidelines.pdf](http://www.inteccontrols.com/pdfs/CO_Parking_Garage_Design_Guidelines.pdf), Accessed June 3, 2019.



**Mitigation Measures:** No mitigation measures are required.



#### 4.4 BIOLOGICAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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 Game or U.S. Fish and Wildlife Service?				✓
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓		
c. Have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		✓		
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓		
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

The analysis presented below is based upon the *Results of a Biological Resources Assessment for the Arroyo Village Residential Condominium Project* (Biological Resources Assessment), prepared by Michael Baker International, dated May 31, 2019 and *Arborist Statement* (Arborist Statement), prepared by Craig Crotty Arbor Culture LLC, dated March 17, 2015; refer to Appendix C, Biological Resources Assessment and Arborist Statement.

- a) ***Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

No Impact. A Biological Resources Assessment was prepared for the project and included a habitat assessment to survey existing biological conditions on and surrounding the project site. In addition to the habitat assessment, the California Natural Diversity Database (CNDDDB) was queried for reported locations of listed and special-status plant and wildlife species as well as special-status vegetation communities in the United States Geologic Survey 7.5-minute Fawnskin quadrangle. A search of published records of these species was conducted within this quadrangle using the CNDDDB Rarefind5 online software. The California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants supplied information regarding the distribution and habitats of plants in the project vicinity. The habitat assessment evaluated the ability of the plant communities found on-site to provide suitable habitat for relevant special-status plant and wildlife species.



According to the Biological Resources Assessment, the study area is comprised of coast live oak woodland (0.05-acre), disturbed habitat (1.75 acres), and urban/developed areas (0.06-acre).

Special-Status Plant Species. No special-status plant species were observed in the study area during the field survey. However, a total of 48 special-status plant species have been recorded in the vicinity of the project site by the CNDDDB and CNPS Online Inventory. Based on the results of the field survey and a review of specific habitat preferences, distributions, and elevation ranges, it was determined that all special-status plant species identified by the CNDDDB and CNPS Online Inventory are not expected to occur within the survey area. No impact would occur in this regard.

Special-Status Wildlife Species. No special-status wildlife species were observed in the study area during the field survey. However, 29 special-status wildlife species have been recorded in the vicinity of the project site by the CNDDDB. Based on the results of the literature review and field survey, Michael Baker determined that all special-status wildlife species identified by the CNDDDB either have a low potential or are not expected to occur within the survey area due to a lack of suitable habitat. No impact would occur in this regard.

Special-Status Plant Communities. No special-status plant communities were observed in the study area during the field survey. However, five special-status vegetation communities have been reported in the vicinity of the project site by the CNDDDB. Based on the results of the field survey, no special-status vegetation communities occur within the survey area. No impact would occur in this regard.

United States Fish and Wildlife Service (USFWS) Critical Habitat. No critical habitat has been mapped by the USFWS within or adjacent to the survey area. Since the proposed project would not result in the loss or adverse modification to Critical Habitat, consultation with the USFWS under Section 7 of the Federal Endangered Species Act (FESA) would not be required and no impact would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. The Alhambra Wash, which traverses the project site in a northeast to southeast direction, is identified as an environmental resource on General Plan Figure 8-1, *Environmental Resources*.

The Alhambra Wash is a concrete-lined channel and does not support riparian habitat; however, it is the City's goal to restore the lost environmental value of this facility (General Plan Goal 8.5). As discussed in the project's Biological Resources Assessment, the proposed vehicular bridge and pedestrian walkway would not impact State or Federal jurisdictional areas. As the proposed vehicular bridge and pedestrian walkway would entail a pre-cast structure and would be elevated 13.25 feet over the lowest point of the Alhambra Wash, the proposed project would not impact the environmental value of the Alhambra Wash and would not conflict with General Plan Goal 8.5. As a precaution, Mitigation Measure BIO-1 would require the project Applicant to delineate the outer perimeter of the project impact area, including all access routes, with appropriate fencing, signage, and/or flagging to prevent inadvertent damage and/or encroachment of project-related equipment into adjacent habitats during project construction. In addition, Mitigation Measure BIO-2 would ensure appropriate erosion and sediment control barriers are installed around the perimeter of the project area during construction to prevent the accidental discharge of sediment and pollutants into downstream bodies. With implementation of Mitigation Measures BIO-1 and BIO-2, impacts would be less than significant.



**Mitigation Measures:**

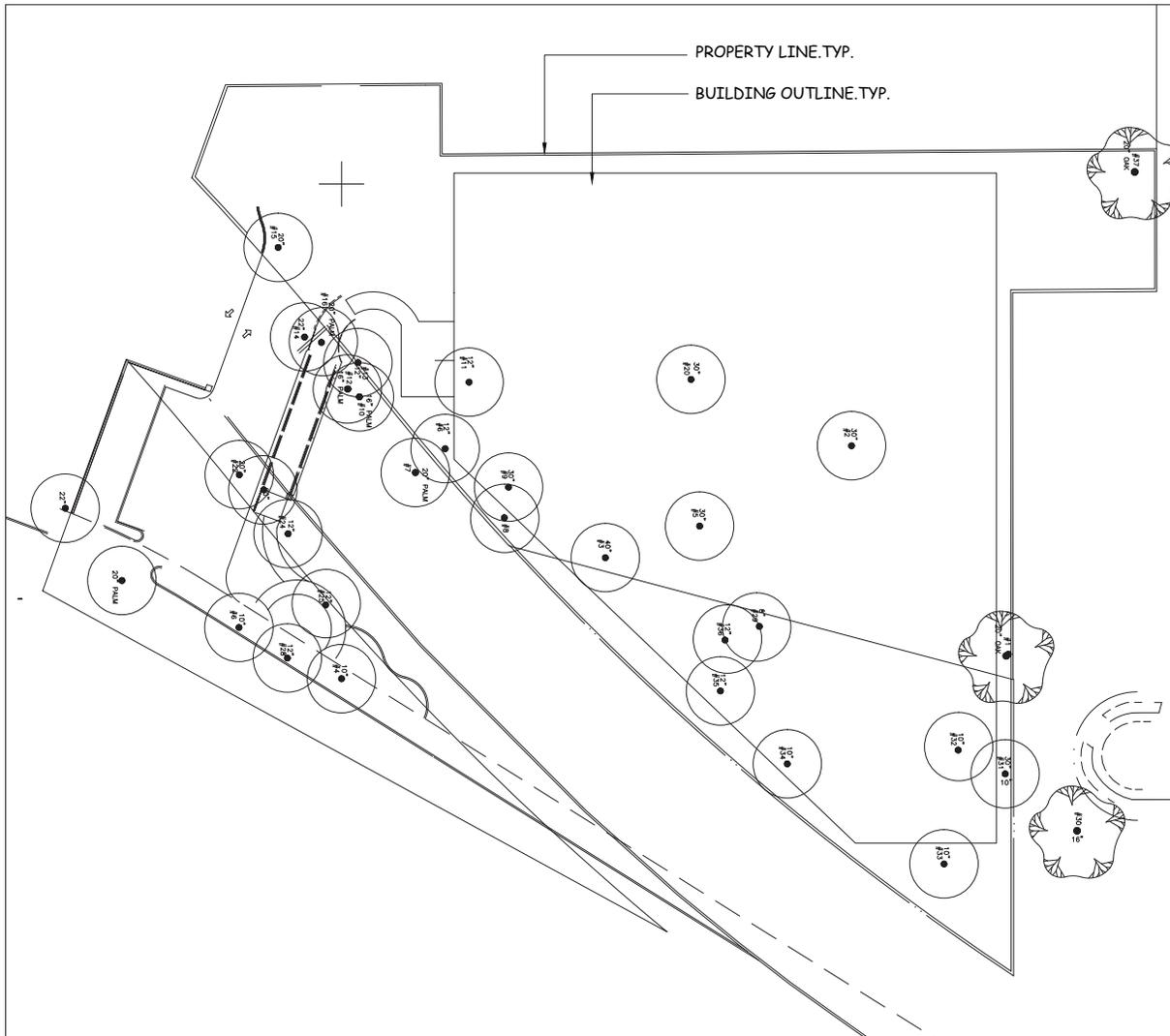
- BIO-1 The project Applicant shall delineate the outer perimeter of the project's construction impact area, including all access routes, with appropriate fencing, signage, and/or flagging to prevent the inadvertent damage/encroachment of project-related equipment into adjacent habitats. The City of San Gabriel Public Works Department shall verify that the outer perimeter of the construction impact area has been delineated prior to project construction.
- BIO-2 The project Applicant shall install appropriate erosion and sediment control barriers around the outer perimeter of the project's construction impact area, including all access routes, to prevent the accidental discharge of sediment pollutants into adjacent habitats. The City of San Gabriel Public Works Department shall verify installation of appropriate erosion and sediment control barriers prior to project construction.
- c) ***Have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Less Than Significant Impact With Mitigation Incorporated. Wetlands are defined under the Federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. Based on the project's Biological Resources Assessment, no State or Federally protected wetlands are located within the project site. As noted above, the proposed vehicular bridge and pedestrian walkway would not impact the environmental value of the Alhambra Wash. As a precaution, Mitigation Measure BIO-1 would require the project Applicant to delineate the outer perimeter of the project impact area, including all access routes, with appropriate fencing, signage, and/or flagging to prevent inadvertent damage and/or encroachment of project-related equipment into adjacent habitats. In addition, Mitigation Measure BIO-2 would ensure appropriate erosion and sediment control barriers are installed around the perimeter of the project area during construction to prevent the accidental discharge of sediment and pollutants into downstream bodies. Further, the proposed vehicular bridge and pedestrian walkway would not involve the direct removal, filling, hydrological interruption, or other direct or indirect impact to wetlands under jurisdiction of regulatory agencies. With implementation of Mitigation Measures BIO-1 and BIO-2, impacts would be less than significant.

**Mitigation Measures:** Refer to Mitigation Measures BIO-1 and BIO-2.

- d) ***Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

Less Than Significant Impact with Mitigation Incorporated. Due to the highly disturbed nature of the project site and surrounding areas, the project site does not currently function as a migratory corridor or linkage. In addition, the Alhambra Wash has been modified into a concrete-lined flood channel and does not function as a migratory corridor or linkage. Project construction would result in the removal of 35 out of 37 existing trees; refer to Exhibit 4.4-1, *Tree Removal Plan*. These trees have the potential to provide suitable nesting opportunities for nesting birds. The Migratory Bird Treaty Act (MBTA) governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. To reduce potential impacts to nesting birds, Mitigation Measure BIO-3 requires a pre-construction nesting bird clearance survey to determine the presence/ absence, location, and status of any active nests on or adjacent to the project site. If the nesting bird clearance survey indicates the presence of nesting birds, Mitigation Measure BIO-3 requires buffers to ensure that any nesting birds are protected pursuant to the MBTA. With implementation of Mitigation Measure BIO-3, the project's potential construction-related impacts to migratory birds would be reduced to a less than significant level.



TREE INVENTORY FOR 35 N. HAMPTON CT SAN GABRIEL,CA.

EXIST. TREE LEDGEND

#	Botanic Name / Common Name	DBH	Tree Size Height x Spread	X-Remove R-Remain L-Relocate
1.	Quercus agrifolia / Coast Live Oak	20" dia	25' x 25'	R
2.	Jacaranda mimosifolia / Jacaranda	30" dia	22' x 20'	X
3.	Eucalyptus viminalis / Manna Gum	40" dia	60' x 22'	X
4.	Ailanthus altissima / Tree Of Heaven	10" dia	22' x 20'	x
5.	Morus alba / White mulberry	30" dia	22' x 20'	X
6.	Pinus	10" dia	15' x 13'	x
7.	Palm	20" dia	-	X
8.	Dead			X
9.	Dead			X
10.	Palm	10" dia	-	X
11.	Eucalyptus viminalis / Manna Gum	12" dia	37' x 8'	X
12.	Palm	16" dia	-	X
13.	Missing			
14.	Eucalyptus viminalis / Manna Gum	22" dia	35' x 10'	X
15.	Eucalyptus viminalis / Manna Gum	20" dia	40' x 12'	X
16.	Palm	12" dia	25' x 25'	X
17.	Missing			
18.	Missing			
19.	Missing			
20.	Schinus molle / Cal. Pepper Tree	30" dia	25' x 25'	X
21.	Missing			
22.	Liquidambar styraciflua / Sweet Gum		42' x 30'	X
23.	Pittosporum undulatum / Victorian Box	20" dia	20' x 18'	x
24.	Ulmus parvifolia / Chinese Elm	12" dia	25' x 30'	x
25.	Schinus molle / Cal. Pepper Tree	12" dia	28' x 25'	x
26.	Missing			
27.	Missing			
28.	Morus alba / White mulberry	12" dia	25' x 25'	X
29.	Friut tree	10" dia	12' x 10'	X
30.	Ailanthus altissima / Tree Of Heaven	16" dia	36' x 20'	x
31.	Pine tree	10" dia	30' x 10'	X
32.	Pine tree	10" dia	30' x 12'	X
33.	Pine tree	10" dia	28' x 8'	X
34.	Olea europea / Olive	10" dia	25' x 18'	X
35.	Schinus molle / Cal. Pepper Tree	12" dia	30' x 20'	X
36.	Ulmus parvifolia / Chinese Elm	12" dia	25' x 20'	X
37.	Quercus agrifolia / Coast Live Oak	22" dia	25' x 35'	R

Note: Total 37 tree @ site.( Including 2 dead trees)  
Total- 35 Trees to be removed.(Including 2 dead trees/ no oak tree)  
Total- +54 New tree to be added



Source: JK Design Associates, Sheet L-2, Existing Tree Removal Inventory, dated July 8, 2017.

NOT TO SCALE

**Michael Baker**  
INTERNATIONAL

08/19 | JN 172409

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION  
ARROYO VILLAGE RESIDENTIAL CONDOMINIUM PROJECT

# Tree Removal Plan

Exhibit 4.4-1



**Mitigation Measures:**

BIO-3 If project construction is scheduled within the avian nesting season (nesting season generally extends from January 1 through July 31 for raptors and February 1 through August 31 for all other birds), a pre-construction clearance survey for nesting birds shall be conducted by qualified biologist in no more than three days prior to the start of any vegetation removal or ground disturbance activities. The qualified biologist should survey all suitable nesting habitat within the project impact area, and areas within a biologically defensible buffer (to be determined by the biologist) surrounding the project impact area, for nesting birds prior to initiating project-related activities during the nesting season. If no active nests are detected during the clearance survey, project activities may begin, and no additional avoidance and minimization measures would be required. If an active nest is found, the bird should be identified to species and a “no-disturbance” buffer should be established around the active nest. The size of the “no-disturbance” buffer should be increased or decreased based on the judgement of the qualified biologist and level of activity and sensitivity of the species. It is further recommended that the qualified biologist periodically monitor any active nests to determine if project-related activities occurring outside the “no-disturbance” buffer disturb the birds and if the buffer should be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the “no-disturbance” buffer may occur. Results of the pre-construction survey and any subsequent monitoring shall be provided to the City of San Gabriel Planning Department and any other appropriate agencies.

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

Less Than Significant Impact With Mitigation Incorporated. Landmark, historically significant, and mature trees located within Multiple Family Zones are protected under the City’s *Tree Protection and Preservation Regulations; Multiple Family Zones* (SGMC Chapter 95.35). Landmark or historically significant trees include any trees (excluding palm trees) that meet the following criteria: 1) A tree or stand of trees which have taken on an aura of historical value by virtue of age or location; and/or 2) a tree which has a trunk with a 40-inch circumference (12.75-inch diameter) if located in the front yard or 60 inches in circumference (19-inch diameter) if located in the rear and side yards. Mature trees are defined as any variety of a tree (except fruit trees) that is more than 12.5 inches in circumference (4-inch diameter) when measured at a point four feet above the natural grade.

As depicted on Exhibit 4.4-1, project construction would result in the removal of 35 out of 37 existing trees. Based on the project’s Arborist Statement, project implementation would result in the removal of 408 desirable and viable diameter inches of trees that satisfy the SGMC’s definition of mature and landmark trees. As a result, the project Applicant would be required to install a total of 204 two-inch diameter trees or 136 three-inch diameter trees at sites throughout the City or contribute a mitigation fee to the City of equivalent dollar value; refer to Mitigation Measure BIO-4. Following implementation of Mitigation Measure BIO-4, impacts would be less than significant.

Street trees in San Gabriel are protected under SGMC Chapter 95, *Trees and Shrubs; Weeds*, which stipulates that street trees and shrubs may only be removed after obtaining a tree removal permit from the Community Development Director. As depicted on Exhibit 4.4-1, the project would not require the removal of street trees. No other local policies or ordinances protecting biological resources apply to the project site.

**Mitigation Measures:**

BIO-4 The project Applicant shall install 204 two-inch diameter trees or 136 three-inch diameter trees at sites throughout the City or contribute a mitigation fee to the City of equivalent dollar value based on the recommendations of the project’s *Arborist Statement*, prepared by Craig Crotty Arbor Culture LLC, dated



March 17, 2015. The City of San Gabriel Planning Department shall verify that replacement trees have been delineated on the project's final landscape plans or payment of a mitigation fee prior to tree removal activities.

f) ***Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

No Impact. According to the California Department of Fish and Wildlife, the proposed project is not located within a Habitat Conservation Plan or Natural Community Conservation Plan.<sup>1</sup> No other approved local, regional, or State habitat conservation plans apply to the site. No impact would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.

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<sup>1</sup> California Department of Fish and Wildlife, *California Natural Community Conservation Plans*, April 2019.



## 4.5 CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?				✓
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓		
c. Disturb any human remains, including those interred outside of dedicated cemeteries?			✓	

This section is primarily based upon the *Arroyo Village Residential Condominium Project Phase I Cultural Resources Assessment* (Cultural Resources Assessment), prepared by Rincon Consultants, Inc. (dated June 2019); refer to Appendix D, Cultural Resources Assessment.

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

No Impact. Historic background on the project area during the Spanish Period (1769-1822), Mexican Period (1821-1848), and American Period (1848-Present) is provided in the Cultural Resources Assessment; refer to Appendix D. In addition, a records search of the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC) was conducted on May 9, 2019. The search was conducted to identify previously recorded cultural resources and previously conducted cultural resources studies within a 0.5-mile radius of the project site. The CHRIS search also included a review of the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), Archaeological Determination of Eligibility List, and California State Historic Resources Inventory list. In addition, historical aerial photographs and topographic maps of the project vicinity were reviewed.

The records search identified 17 previously conducted cultural resources studies within a 0.5-mile radius of the project site; however, none of these prior studies included the project site. The records search also identified 42 previously recorded cultural resources in the 0.5-mile search radius of the project site; refer to Cultural Resources Assessment Table 2, *Previously Recorded Resources within 0.5-Mile Radius of the Project Site*. Of these, 40 resources are from the historic period, the large majority of which are buildings; one resource dates to the protohistoric period and consists of the San Gabriel Mission Archaeological Site, and one resource is a prehistoric lithic scatter. The prehistoric resource is located approximately 1,700 feet to the southeast of the site. As such, none of the previously recorded resources are located within or adjacent to the project site.

Literature review and background research were also conducted for the proposed project. Research efforts included obtaining and reviewing historic aerial photographs and building permit records from the City of San Gabriel Building and Safety Division. Additionally, archival research was completed to establish the general history and context of the project site and included resources at the County of Los Angeles Public Library and online databases.

On June 7, 2019, an intensive historic resource field survey was conducted on the project site. The field survey consisted of a visual inspection of all built environment features on the property, including the residence and Alhambra Wash to assess their overall condition and integrity, and to identify and document any potential character-defining features or alterations. Although all built environment features were inspected, only permanent buildings and structures were recorded.



As a result of the records search, literature review, background research and historic resources field survey, two built environment properties were identified within the project area over 45 years of age: a segment of the Alhambra Wash and the residence at 235 South Arroyo Drive. Each was recorded on California Department of Parks and Recreation 523 series forms and evaluated for listing in the NRHP and CRHR, and for local designation. The Cultural Resources Assessment details each property's architectural description and property history. Both properties were found ineligible for the NRHP, CRHR, or local designation. As such, neither property is considered a historical resource under CEQA and development of the proposed project would not result in impacts to historic resources. Further, although the Alhambra Wash is not considered a historical resource (as documented in the Cultural Resources Assessment), the proposed project is not anticipated to result in any negative impacts to the existing water conveyance system. As proposed, the project would result in the construction of a vehicular bridge with a pedestrian walkway over the Alhambra Wash. However, there are numerous bridges which currently cross the wash and the new construction would be consistent with the general features that currently characterize the wash. Overall, no impacts would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. Prehistoric background on the project area from Horizon I – Early Man (circa 10,000 – 6,000 BC), Horizon II Milling Stone (6,000 – 3,000 BC), Horizon III Intermediate (3,000 BC – AD 500), and Horizon IV – Late Prehistoric Horizon (AD 500 – Historic Contact) is provided in the Cultural Resources Report; refer to Appendix D.

As detailed above, a records search of the CHRIS was conducted at the SCCIC on May 9, 2019. The search was conducted to identify previously recorded cultural resources and previously conducted cultural resources studies within a 0.5-mile radius of the project site. However, no previously conducted studies or previously recorded cultural resources are located on or adjacent to the project site.

In addition, a pedestrian field survey of the project site and surrounding areas was also conducted on May 1, 2019. The survey was conducted by walking a series of transects at approximately 10-meter intervals where terrain permitted. During the survey, areas of exposed ground surface were examined for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), ecofacts (marine shell and bone), soil discolorations indicative of the presence of cultural midden, soil depressions, and features indicative of the former presence of structures of buildings (e.g., standing exterior walls, postholes, foundations) or historic debris (e.g., metal, glass, ceramics). Ground disturbances, such as burrows and road cuts, were inspected visually.

No archaeological resources were identified during the background research and pedestrian field survey. However, the project site's proximity to the Specific Plan increases the potential for archaeological resources to be present on-site. Therefore, development of the proposed project may impact subsurface cultural resources during ground-disturbing activities. Mitigation Measure CUL-1 requires the preparation and implementation of a Worker's Environmental Awareness Program training prior to project commencement. Mitigation Measure CUL-2 requires archaeological and Native American monitoring during initial ground disturbances associated with the project and/or until the monitor determines that monitoring is no longer necessary. Mitigation Measure CUL-3 requires all construction work to halt if cultural resources are encountered during ground disturbing activities until a qualified archaeologist can evaluate the find. Implementation of these mitigation measures would ensure impacts to potentially significant archaeological resources are reduced to less than significant levels.



**Mitigation Measures:**

- CUL-1 **Worker's Environmental Awareness Program.** A qualified archaeologist shall be retained by the project Applicant to conduct a Worker's Environmental Awareness Program (WEAP) training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. The training shall be conducted by an archaeologist who meets or exceeds the Secretary of Interior's Professional Qualification Standards for archaeology and has a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. Archaeological sensitivity training shall include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.
- CUL-2 **Archaeological and Native American Monitoring.** The Applicant shall retain and compensate for the services of a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, and Tribal monitor/consultant, who is both approved by the Gabrieleno Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the project area. This list is provided by the NAHC. The archaeologist and Tribal monitor/consultant shall be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleno Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to: pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The archaeologist and Tribal Monitor/consultant shall complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal representatives and Tribal monitor/consultant have indicated that the site has a low potential for impacting archaeological and tribal cultural resources.
- CUL-3 **Unanticipated Discovery of Cultural Resources.** If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology shall be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation, Native American consultation, and archaeological monitoring may be warranted to mitigate any significant impacts.

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

Less Than Significant Impact. Due to the project area's urbanized environment, it is not anticipated that human remains, including those interred outside of dedicated cemeteries, would be encountered during excavation or grading activities. However, if human remains are found, those remains would require proper treatment, in accordance with applicable laws. California Public Resources Health and Safety Code Section 7050.5 through 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission and consultation with the individual identified by the Native American Heritage Commission to be the most likely descendant. If human remains are found during excavation, excavation must stop near the find and any area that is reasonably suspected to overlay adjacent remains until the County coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains.



Following compliance with existing State regulations, which detail the appropriate actions necessary in the event human remains are encountered, impacts concerning disturbance of human remains would be less than significant.

**Mitigation Measures:** No mitigation measures are required.



## 4.6 ENERGY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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?			✓	

This section is primarily based upon the *Air Quality/Greenhouse Gas Assessment for the Arroyo Village Residential Condominium Project* (AQ/GHG Study), prepared by Michael Baker International (dated July 2019); refer to [Appendix B, AQ/GHG/Energy Data](#).

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

Less than Significant Impact.

### California Building Energy Efficiency Standards (Title 24)

The 2016 Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as “Title 24,” became effective on January 1, 2017. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2016 Title 24 standards are 28 percent more efficient than previous standards for residential development.<sup>1</sup> The standards offer developers better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. The 2019 Title 24 Standards, which take effect on January 1, 2020, would promote photovoltaic systems in newly constructed residential buildings and additional lighting standards. With rooftop solar electricity generation, homes built under the 2019 standards would use about 53 percent less energy than those under the 2016 standards. With the new lighting standards, non-residential buildings would use 30 percent less energy than buildings built under the 2016 standards.

### California Green Building Standards (CALGreen)

The 2016 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2017. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies, divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. The most recent update to the CALGreen Code was adopted in 2019 and is going into effect January 1, 2020. CALGreen requires new buildings to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials.

<sup>1</sup> California Energy Commission, *2016 Energy Standards Overview*, <https://www.lgc.org/wordpress/wp-content/uploads/2016/02/2016-Energy-Standards-Overview-California-Energy-Commission.pdf>, accessed February 19, 2019.



### City of San Gabriel Energy Action Plan

The City of San Gabriel City Council approved the City's first *Energy Action Plan* (EAP) at its November 20, 2012 meeting. The EAP was developed in partnership with the San Gabriel Valley Council of Governments (SGVCOG) and Southern California Edison (SCE). The EAP would accomplish the following:

1. Make it easier for residents and businesses to finance energy efficient improvements and save money on energy bills;
2. Provide a roadmap for reducing the City's energy bills;
3. Reduce the City and community's impact on the environment;
4. Provide the City with critical baseline data that the State requires for cities to address greenhouse gas emissions;
5. Enable the City to get additional grants; and
6. Serve as a foundation for future planning efforts such as general plan updates, climate action plans, Housing Element updates and zoning code updates, among others.

### Project-Related Sources of Energy Consumption

This analysis focuses on three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips associated with new development and for project construction. The analysis of operational electricity/natural gas usage is based on the California Emissions Estimator Model version 2016.3.2 (CalEEMod) modeling results for the project, which quantifies energy use for occupancy. The project's estimated electricity/natural gas consumption is based primarily on CalEEMod's default settings for Los Angeles County, and consumption factors provided by SCE and the Southern California Gas Company (SoCalGas) (the electricity and natural gas providers for the City of San Gabriel and the project site). The results of the CalEEMod modeling are included in [Appendix B](#). The amount of operational fuel consumption was estimated using the California Air Resources Board's (CARB) Emissions Factor 2014 (EMFAC2014) computer program which provides projections for typical daily fuel usage in Los Angeles County, and the project's annual vehicle miles traveled (VMT) outputs from CalEEMod. The estimated construction fuel consumption is based on the project's construction equipment list timing/phasing, and hours of duration for construction equipment.

The project's estimated energy consumption is summarized in [Table 4.6-1, \*Energy Consumption\*](#). As shown in [Table 4.6-1](#), the project's electricity usage would constitute an approximate 0.0005 percent increase over Los Angeles County's typical annual electricity and an approximate 0.0002 percent increase over Los Angeles County's typical annual natural gas consumption. The project's construction and operational vehicle fuel consumption would increase Los Angeles County's consumption by 0.0063 percent and 0.0009 percent, respectively.



**Table 4.6-1  
Energy Consumption**

Energy Type	Project Annual Energy Consumption <sup>1</sup>	Los Angeles County Annual Energy Consumption <sup>2</sup>	Percentage Increase Countywide <sup>2</sup>
Electricity Consumption	338 MWh	67,569,000 MWh	0.0005%
Natural Gas Consumption	4,697 therms	2,956,000,000 therms	0.0002%
<b>Fuel Consumption</b>			
<ul style="list-style-type: none"> <li>• Construction (Heavy-Duty Diesel Vehicle) Fuel Consumption<sup>3</sup></li> </ul>	36,543 gallons	575,557,071 gallons	0.0063%
<ul style="list-style-type: none"> <li>• Operational Automotive Fuel Consumption<sup>3</sup></li> </ul>	33,512 gallons	3,866,914,629 gallons	0.0009%
<b>Notes:</b> 1. As modeled in CalEEMod version 2016.3.2. 2. The project increases in electricity and natural gas consumption are compared to the total consumption in Los Angeles County in 2018. The project increases in automotive fuel consumption are compared with the projected Countywide fuel consumption in 2018. Los Angeles County electricity consumption data source: California Energy Commission, <i>Electricity Consumption by County</i> , <a href="http://www.ecdms.energy.ca.gov/elecbycounty.aspx">http://www.ecdms.energy.ca.gov/elecbycounty.aspx</a> , accessed July 2, 2019. Los Angeles County natural gas consumption data source: California Energy Commission, <i>Gas Consumption by County</i> , <a href="http://www.ecdms.energy.ca.gov/gasbycounty.aspx">http://www.ecdms.energy.ca.gov/gasbycounty.aspx</a> , accessed July 2, 2019. 3. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2014 model.			
Refer to Appendix B for assumptions used in this analysis.			

**Construction-Related Energy Consumption**

Project construction would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, and construction. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (EPA) and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the cost of doing business. As indicated in Table 4.6-1, the project's fuel consumption from construction would be approximately 36,543 gallons, which would increase fuel use in the County by 0.0063 percent. As such, construction would have a nominal effect on the local and regional energy supplies. It is noted that construction fuel use is temporary and would cease upon completion of construction activities.



There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, a less than significant impact would occur in this regard.

## **Operational Energy Consumption**

### Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NHTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 4.6-1 provides an estimate of the daily fuel consumed by vehicles traveling to and from the site. As indicated in Table 4.6-1, project operations are estimated to consume approximately 33,512 gallons of fuel per year, which would increase the Los Angeles County's automotive fuel consumption by 0.0009 percent. The project would not result in any unusual characteristics that would result in excessive operational fuel consumption. Fuel consumption associated with project-related vehicle trips would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. As such, a less than significant impact would occur in this regard.

### Electricity Demand

The project would consume energy for interior and exterior lighting, heating/ventilation and air conditioning (HVAC), refrigeration, electronics systems, appliances, and security systems, among other common household features. The project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. Furthermore, the electricity provider, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. As indicated in Table 4.6-1, operational energy consumption would represent an approximate 0.0005 percent increase in electricity consumption over the current Countywide usage. Therefore, the project would not result in the inefficient, wasteful, or unnecessary consumption of building energy, and impacts in this regard would be less than significant.

As indicated in Table 4.6-1, operational energy consumption would represent an approximate 0.0005 percent increase in electricity consumption and a 0.0002 percent increase in natural gas consumption over the current Countywide usage. The project would adhere to all Federal, State, and local requirements for energy efficiency, including the Title 24 standards. Additionally, the project would not result in a substantial increase in demand or transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure. The project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. A less than significant impact would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.

### ***b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?***

Less than Significant Impact. The City has adopted an EAP as part of a regional partnership between the City, SCE, and the SGVCOG. Past and current collaborative efforts between these partners have focused on improving energy



efficiency by providing local governments with funding, technical support, and a forum for sharing information through the San Gabriel Valley Energy Wise Partnership (SGVEWP). This EAP meets the requirements of the Energy Leader Partnership Model and is part of a larger regional effort to develop GHG emissions inventories and energy efficiency climate action plans (EECAP) for 27 participating cities in the SGVCOG. The purpose of this EAP is to identify the City of San Gabriel’s long-term vision and commitment to achieve energy efficiency in the City. The EAP notes that it could serve as the foundation for future climate action planning projects.

The EAP identifies key energy efficiency targets and separate associated goals, policies, and actions for community and municipal activities. The project proposes to incorporate several energy efficiency design features that are consistent with the EAP efficiency measures. Table 4.6-2, *Energy Action Plan Consistency*, discusses the project’s consistency with the applicable EAP policies.

**Table 4.6-2  
Energy Action Plan Consistency**

EAP Measure	Project Consistency
<b>Policy 3.1:</b> The City would maximize the energy efficiency of new buildings.	<b>Consistent.</b> The project would comply with the most current version of the Title 24 and CALGreen code and would use water conserving plumbing fixtures and fittings, outdoor potable water use in landscape areas, and would recycle and/or salvage for reused a minimum of 65 percent of the nonhazardous construction and demolition waste.
<b>Policy 3.2:</b> Encourage the use of smart grid and energy star appliances in new development.	<b>Consistent.</b> The project would install energy-efficient appliances and lighting throughout the project site. Additionally, the project would receive its electricity from SCE, which is required to comply with the RPS procurement goal of 50 percent renewable energy in 2030.
<b>Policy 5.1:</b> Maximize the cooling of buildings through tree planting and shading to reduce building electricity demands.	<b>Consistent.</b> The project would include multiple trees located throughout the project site to reduce electricity demands to the extent feasible. The project also includes cool roof with low emissivity glass which further reduce electricity demands.
<b>Policy 6.2:</b> Encourage the use of energy- and water-efficient water fixtures for indoor water use to reduce electricity use for water pumping.	<b>Consistent.</b> Energy- and water-efficient fixtures would be installed throughout the project site and would meet the current CALGreen energy efficiency requirements.
<b>Policy 6.3:</b> Support water-efficient landscaping to reduce the electricity demand for water transport and treatment.	<b>Consistent.</b> Water-efficient landscapes (i.e., efficient irrigation systems and devices) would be implemented in landscape areas.
Source: City of San Gabriel, <i>Energy Action Plan</i> , November 20, 2012.	

As noted above, the proposed project would adhere to Title 24 and CALGreen standards and would implement several project design features consistent with the EAP. Therefore, the proposed project would help implement the EAP and would not conflict with an adopted plan, policy, or regulation pertaining to energy efficiency. A less than significant impact would occur.

**Mitigation Measures:** No mitigation measures are required.



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## 4.7 GEOLOGY AND SOILS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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 direct or indirect risks to life or property?			✓	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

This section is primarily based upon the project's *Report of Geotechnical Engineering Investigation* and *Report Update* (Geotechnical Investigation), prepared by Cal Land Engineering, Inc. (dated June 11, 2015 and April 17, 2019); refer to [Appendix E, Geotechnical Investigation](#).

**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.***

**No Impact.** The project site is not underlain by an Alquist-Priolo Earthquake Fault Zone.<sup>1</sup> Therefore, project implementation would not involve rupture of a known earthquake fault. No impact would occur.

**Mitigation Measures:** No mitigation measures are required.

<sup>1</sup> California Geological Survey, *Earthquake Zones of Required Investigation El Monte Quadrangle*, revised June 15, 2017, [http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/EL\\_MONTE\\_EZRIM.pdf](http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/EL_MONTE_EZRIM.pdf), accessed May 8, 2019.



**2) Strong seismic ground shaking?**

Less Than Significant Impact. The project site, like the rest of Southern California, is located within a seismically active margin between the North American and Pacific tectonic plates. According to the General Plan, seismic ground shaking is the primary seismic hazard affecting the City of San Gabriel due to its proximity to the San Andreas Fault and Sierra Madre fault zone.

In accordance with the California Building Code (CBC) and SGMC Section 150.001, *Adoption of the California Building Standards Code*, structures built for human occupancy must be designed to meet or exceed the CBC standards for earthquake resistance. The CBC includes earthquake safety standards based on a variety of factors including occupancy type, types of soils and rocks on-site, and strength of probable ground motion at the project site. In accordance with CBC requirements, a *Geotechnical Engineering Investigation and Report Update* was prepared to determine site-specific geologic conditions and appropriate design parameters; refer to Appendix E. According to the Geotechnical Investigation and Report Update, the project would likely be subjected to strong seismic ground shaking associated with several regional faults, particularly those associated with the Raymond Fault Zones. Table 4.7-1, Characteristics and Estimated Earthquakes for Regional Faults, indicates the distance of the fault zones and the associated maximum magnitude earthquake that could be produced by seismic events.

**Table 4.7-1  
Characteristics and Estimated Earthquakes for Regional Faults**

<b>Fault Name</b>	<b>Approximate Distance to Project Site (miles)</b>	<b>Maximum Magnitude Earthquake (Mw)</b>
Raymond	1.6	6.8
Elysian Park (Upper)	2.3	6.7
Verdugo	3.2	6.9
Sierra Madre	5.8	7.2
Hollywood	6.9	6.7
Elsinore-W	8.1	7.0
Clamshell-Sawpit	8.4	6.7
Puente Hills (LA)	9.1	7.0
Santa Monica	9.9	7.4
Puente Hills (Santa Fe Spring)	12.7	6.7
San Jose	14.0	6.7
Puente Hills (Coyote Hills)	14.8	6.9
Newport-Inglewood, Conn. Alt 2	15.8	7.5

Source: Cal Land Engineering Inc., *Report of Geotechnical Investigation*, Table 1, *Characteristics and Estimated Earthquakes for Regional Faults*, June 11, 2015.

The project would be required to demonstrate compliance with applicable seismic-related design requirements to reduce impacts related to strong seismic ground shaking, as well as the site-specific design recommendations identified in the Geotechnical Investigation to minimize the potential for damage and major injury during a seismic event; refer to Section 6.0, *Recommendations*, of Appendix E. Pursuant to SGMC Section 152.08, *Tentative Map Requirements*, the Community Development Director would ensure incorporation of Geotechnical Investigation’s recommended actions as a condition to the building permit. Compliance with CBC requirements and the recommendations identified in the project’s Geotechnical Investigation would reduce impacts to less than significant levels.

**Mitigation Measures:** No mitigation measures are required.



**3) Seismic-related ground failure, including liquefaction?**

No Impact. Liquefaction and seismically-induced settlement or ground failure is generally related to strong seismic shaking events where the groundwater occurs at shallow depth (generally within 50 feet of the ground surface) or where lands are underlain by loose, cohesionless deposits. Liquefaction typically results in the loss of shear strength of a soil, which occurs due to the increase of pore water pressure caused by the rearrangement of soil particles induced by shaking or vibration. During liquefaction, soil strata behave similarly to a heavy liquid. According to the Geotechnical Investigation, the site is not located in mapped potential liquefaction areas. No impacts would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.

**4) Landslides?**

Less Than Significant Impact. According to the California Department of Conservation California Geological Survey, the project site is not mapped within an Earthquake-Induced Landslide Zone of Required Investigation.<sup>2</sup> However, the western portion of the project site contains an existing berm; refer to Exhibit 4.1-1, Site Photos. The project would be required to demonstrate compliance with the site-specific design recommendations identified in the Geotechnical Investigation pertaining to sloping excavation; refer to Section 6.0, *Recommendations*, of Appendix E. According to Section 6.2.1 of the Geotechnical Investigation, sloped excavations at the project site may be made no steeper than 3/4:1 (horizontal to vertical) for the underlying native soils. Flatter slope cuts may be required if loose soils encountered during excavation. No heavy construction vehicles, equipment, nor surcharge loading should be permitted at the top of the slope. Temporary excavations would be inspected by a qualified representative to make any necessary modifications or recommendations. Following compliance with the recommendations identified in the Geotechnical Investigation, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

Less Than Significant Impact. As the project would disturb more than one acre of soil, the project would be subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, which would require preparation of a Storm Water Pollution Prevention Plan (SWPPP) for approval by the Los Angeles Regional Water Quality Control Board prior to construction. The SWPPP would identify best management practices (BMPs) to be implemented with the project in order to prevent erosion, minimize siltation impacts, and protect water quality. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. The project would be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, which would reduce the potential for wind erosion by requiring implementation of dust control measures during construction. Following compliance with the established regulatory framework (i.e., NPDES and SCAQMD Rule 403), project construction would result in less than significant impacts involving soil erosion and loss of topsoil.

**Mitigation Measures:** No mitigation measures are required.

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<sup>2</sup> California Department of Conservation, California Geological Survey, *Earthquake Zones of Required Investigation – El Monte Quadrangle*, revised June 15, 2017.



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

Less Than Significant Impact. Refer to Responses 4.7(a)(3), 4.7(a)(4), and 4.7(d) for a discussion concerning liquefaction, landslides, and expansive soils.

### **Lateral Spreading**

Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move down slope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, the liquefiable soil zone must be laterally continuous, unconstrained laterally, and free to move along sloping ground. The project site's potential for lateral spreading is considered low based on its low liquefaction potential. Less than significant impacts would occur in this regard.

### **Soil Shrinkage and Subsidence**

The project would be required to demonstrate compliance with applicable CBC design requirements to reduce impacts related to unstable soil conditions, including the site-specific design recommendations identified in the Geotechnical Investigation; refer to Section 6.0, *Recommendations*, of Appendix E. Pursuant to SGMC Section 152.08, *Tentative Map Requirements*, the Community Development Director would ensure incorporation of Geotechnical Investigation's recommended actions as a condition to the building permit. Compliance with CBC design requirements and the recommendations identified in the project's Geotechnical Investigation would reduce impacts to less than significant levels. Impacts concerning soil shrinkage and subsidence would be less than significant in this regard.

**Mitigation Measures:** No mitigation measures are required.

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

Less Than Significant Impact. Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements. According to the Geotechnical Investigation, the onsite near surface soils consist primarily of silty sand (SM). In general, these soils exist in medium dense and slightly moist condition. Underlying the surface soils, silty sand (SM) and sand/silty mixtures (SP-SM) are present to the depths explored (51.5 feet below existing ground surface [bgs]). These soils exist in the slightly moist to moist conditions. Soils become denser as depth increases.

According to the Geotechnical Investigation, the proposed residential condominium structure would be underlain by onsite soils with very low expansion potential. Nonetheless, the project would be subject to compliance with applicable CBC design requirements, including the site-specific design recommendations identified in the Geotechnical Investigation; refer to Section 6.0, *Recommendations*, of Appendix E. Pursuant to SGMC Section 152.08, *Tentative Map Requirements*, the Community Development Director would ensure incorporation of Geotechnical Investigation's recommended actions as a condition to the building permit. Compliance with CBC design requirements and the recommendations identified in the project's Geotechnical Investigation would reduce impacts to less than significant levels. Impacts concerning expansive soils would be less than significant in this regard.

**Mitigation Measures:** No mitigation measures are required.



- 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?***

No Impact. No septic tanks or alternative wastewater systems would be constructed as part of the project. No impacts would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. The project area is located within the San Gabriel Valley and is underlain by alluvial fan deposits associated with deep deposits of alluvial materials washed out of the San Gabriel Mountains to the north. As discussed above, the project site is underlain by silty sand (SM) and sand/silty mixtures (SP-SM). In the event that paleontological resources are discovered during project earthwork or excavation, Mitigation Measure GEO-1 would require all project construction activities to halt until a paleontologist identifies the paleontological significance of the find and recommends a course of action. Thus, following implementation of Mitigation Measure GEO-1, impacts would be less than significant.

**Mitigation Measures:**

- GEO-1 **Unanticipated Discovery of Paleontological Resources.** If paleontological resources are encountered during ground disturbing activities, work in the immediate area shall halt and the construction contractor shall contact the City of San Gabriel Director of Public Works. With direction from the Director of Public Works, a paleontologist certified by the County of Los Angeles shall evaluate the find prior to resuming grading activities within the immediate vicinity of the find. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.



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## 4.8 GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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?			✓	

This section is primarily based upon the *Air Quality/Greenhouse Gas Assessment for the Arroyo Village Residential Condominium Project (AQ/GHG Study)*, prepared by Michael Baker International (dated July 2019); refer to Appendix B, AQ/GHG/Energy Data.

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

Less Than Significant Impact.

### Greenhouse Gas Emissions Thresholds

At this time, there is no absolute consensus in the State of California among CEQA lead agencies regarding the analysis of global climate change and the selection of significance criteria. In fact, numerous organizations, both public and private, have released advisories and guidance with recommendations designed to assist decision-makers in the evaluation of greenhouse gas (GHG) emissions given the current uncertainty regarding when emissions reach the point of significance. Lead agencies may elect to rely on thresholds of significance recommended or adopted by State or regional agencies with expertise in the field of global climate change (*CEQA Guidelines* Section 15064.7[c]). CEQA leaves the determination of significance to the reasonable discretion of the lead agency and encourages lead agencies to develop and publish thresholds of significance to use in determining the significance of environmental effects. However, the City has not yet established specific quantitative significance thresholds for GHG emissions for development projects.

The SCAQMD has formed a GHG CEQA Significance Threshold Working Group (Working Group) to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting No. 15) held in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency.<sup>1</sup> With the tiered approach, the project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. For all non-industrial projects, the SCAQMD is proposing a screening threshold of 3,000 metric ton of carbon dioxide equivalent (MTCO<sub>2</sub>eq) per year. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

<sup>1</sup> The most recent SCAQMD GHG CEQA Significance Threshold Working Group meeting was held on September 2010.



Tier 4 consists of three decision tree options. Under the Tier 4 first option, the project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. Under the Tier 4 second option the project would be excluded if it had early compliance with AB 32 through early implementation of the California Air Resources Board (CARB) 2008 *Climate Change Scoping Plan* (Scoping Plan) measures. Under the Tier 4 third option, the project would be excluded if it was below an efficiency-based threshold of 4.8 MTCO<sub>2eq</sub>/SP per year (MTCO<sub>2eq</sub>/SP/yr).<sup>2</sup> The project-level efficiency-based threshold of 4.8 MTCO<sub>2eq</sub>/SP/yr is relative to the 2020 target date. The SCAQMD has also proposed efficiency-based thresholds relative to the 2035 target date to be consistent with the GHG reduction target date of SB 375. GHG reductions by the SB 375 target date of 2035 would be approximately 40 percent. Applying this 40 percent reduction to the 2020 targets results in an efficiency threshold for plans of 4.1 MTCO<sub>2eq</sub> per SP per year and an efficiency threshold at the project level of 3.0 MTCO<sub>2eq</sub>/year per SP. Tier 5 would exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

As the project would be built post 2020, the SCAQMD efficiency threshold at the project level of 3.0 MTCO<sub>2eq</sub>/SP/yr was utilized for this analysis.

### Project Greenhouse Gas Emissions

Project-related GHG emissions would include emissions from direct and indirect sources. The proposed project would result in direct and indirect emissions of carbon dioxide (CO<sub>2</sub>), nitrous oxide (N<sub>2</sub>O), and methane (CH<sub>4</sub>), and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. CalEEMod relies upon trip data from the *Arroyo Village Condo Development: Traffic Impact Analysis (TIA) Report* (Traffic Impact Study) prepared by Traffic Design, Inc. (dated June 20, 2019) and project specific land use data to calculate emissions. Table 4.8-1, *Projected Annual Greenhouse Gas Emissions*, presents the estimated CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub> emissions of the proposed project. CalEEMod outputs are contained within Appendix B.

### Reduced Greenhouse Gas Emissions

The proposed project includes design features that would reduce project-related GHG emissions. The project would install water efficient irrigation systems and landscapes, as well as incorporate water reducing features and fixtures into the buildings per SGMC Sections 153.530 through 153.539 (Landscape Requirements). The proposed project would include recycling and composting services per Assembly Bill (AB) 341, which would reduce GHG emissions from solid waste by 75 percent. The project is also within a quarter mile of a major transit stop and would improve nearby accessibility to South Arroyo Drive with the construction of a vehicular bridge with a pedestrian walkway over the Alhambra Wash.

Furthermore, the project would comply with the 2019 Title 24 standards, which includes the installation of solar photovoltaic panels, and would reduce energy usage by 53 percent compared to the 2016 Title 24 standards.<sup>3</sup>

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<sup>2</sup> The project-level efficiency-based threshold of 4.8 MTCO<sub>2eq</sub>/SP/yr is relative to the 2020 target date. The SCAQMD has also proposed efficiency-based thresholds relative to the 2035 target date to be consistent with the GHG reduction target date of SB 375. GHG reductions by the SB 375 target date of 2035 would be approximately 40 percent. Applying this 40 percent reduction to the 2020 targets results in an efficiency threshold for plans of 4.1 MTCO<sub>2eq</sub>/SP/yr and an efficiency threshold at the project level of 3.0 MTCO<sub>2eq</sub>/SP/yr.

<sup>3</sup> California Energy Commission, *2019 Building Energy Efficiency Standards Fact Sheet*, March 2018.



**Table 4.8-1  
Projected Annual Greenhouse Gas Emissions**

Source	CO <sub>2</sub>	CH <sub>4</sub>		N <sub>2</sub> O		Total Metric Tons of CO <sub>2</sub> eq <sup>2,3</sup>
	Metric Tons/yr <sup>1</sup>	Metric Tons/yr <sup>1</sup>	Metric Tons of CO <sub>2</sub> eq <sup>1</sup>	Metric Tons/yr <sup>1</sup>	Metric Tons of CO <sub>2</sub> eq <sup>1</sup>	
<b>Direct Emissions</b>						
Construction (amortized over 30 years)	10.40	0.00	0.07	0.00	0.00	10.47
Area Source	0.69	0.00	0.02	0.00	0.00	0.71
Mobile Source	247.76	0.01	0.31	0.00	0.00	248.07
<i>Total Direct Emissions<sup>2</sup></i>	<b>258.85</b>	<b>0.01</b>	<b>0.40</b>	<b>0.00</b>	<b>0.00</b>	<b>259.25</b>
<b>Indirect Emissions</b>						
Energy	109.36	0.00	0.12	0.00	0.41	109.89
Water Demand	12.27	0.07	1.76	0.00	0.52	14.55
Solid Waste	0.96	0.06	1.41	0.00	0.00	2.37
<i>Total Indirect Emissions<sup>2</sup></i>	<b>122.59</b>	<b>0.13</b>	<b>3.29</b>	<b>0.00</b>	<b>0.93</b>	<b>126.81</b>
<b>Total Project-Related Emissions<sup>2</sup></b>	<b>386.06 MTCO<sub>2</sub>eq/yr</b>					
<b>Total Project SP Emissions<sup>4</sup></b>	<b>2.95 MTCO<sub>2</sub>eq/SP/yr</b>					
<b>Threshold of Significance</b>	<b>3.0 MTCO<sub>2</sub>eq/SP/yr</b>					
<b>Project Exceed Threshold?</b>	<b>No</b>					
MTCO <sub>2</sub> eq/yr = metric tons of carbon dioxide equivalent per year; MTCO <sub>2</sub> eq/SP/yr = metric tons of carbon dioxide equivalent per service population per year						
Notes:						
1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD.						
2. Totals may be slightly off due to rounding.						
3. Carbon dioxide equivalent values calculated using the United States Environmental Protection Agency Website, <i>Greenhouse Gas Equivalencies Calculator</i> , <a href="http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator">http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator</a> , accessed July 1, 2019.						
4. Based on the City's average household size of 3.19 (California Department of Finance, <i>E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2019, with 2010 Benchmark, May 2019.</i> , <a href="http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5">http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5</a> , accessed by July 1, 2019), the proposed project would have a service population of 131 residents (41 units × 3.18 persons per household = 131 residents). Using a service population of 131 residents, the project's annual GHG emissions per service population are 2.95 MTCO <sub>2</sub> eq (386.06 MTCO <sub>2</sub> eq/yr ÷ 131 = 2.95 MTCO <sub>2</sub> eq/SP/yr).						
Refer to Appendix B for assumptions used in this analysis.						

#### Direct Project-Related Sources of Greenhouse Gases

- **Construction Emissions.** Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.<sup>4</sup> As seen in Table 4.8-1, the proposed project would result in 313.95 MTCO<sub>2</sub>eq/year (MTCO<sub>2</sub>eq/yr), which represents 10.47 MTCO<sub>2</sub>eq/yr when amortized over 30 years.
- **Area Source.** Area source emissions were calculated using CalEEMod and project-specific land use data. As noted in Table 4.8-1, the proposed project would result in 0.71 MTCO<sub>2</sub>eq/yr of area source GHG emissions.
- **Mobile Source.** CalEEMod relies upon trip data within the Traffic Impact Study and project specific land use data to calculate mobile source emissions. The project would directly result in 248.07 MTCO<sub>2</sub>eq/yr of mobile source-generated GHG emissions; refer to Table 4.8-1.

<sup>4</sup> The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District ([http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-13/ghg-meeting-13-minutes.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-13/ghg-meeting-13-minutes.pdf?sfvrsn=2)).



### Indirect Project-Related Sources of Greenhouse Gases

- Energy Consumption. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Electricity would be provided to the project site via Southern California Edison (SCE). The project would indirectly result in 109.89 MTCO<sub>2</sub>eq/yr due to energy consumption; refer to Table 4.8-1.
- Water Demand. The project operations would result in a demand of approximately 3.82 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 14.55 MTCO<sub>2</sub>eq/yr; refer to Table 4.8-1.
- Solid Waste. Solid waste associated with operations of the proposed project would result in 2.37 MTCO<sub>2</sub>eq/yr; refer to Table 4.8-1.

### Conclusion

As shown in Table 4.8-1, GHG emissions would be 2.95 MTCO<sub>2</sub>eq/SP/yr, which is below the SCAQMD post-2020 3.0 MTCO<sub>2</sub>eq/SP/yr threshold. Therefore, the proposed project would result in a less than significant impact with regard to GHG emissions.

**Mitigation Measures:** No mitigation measures are required.

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

Less Than Significant Impact. The City has not adopted a Climate Action Plan (CAP) or any other plan for the purpose of reducing the emissions of greenhouse gases. Thus, the GHG plan consistency for this project is based off the project's consistency with the Southern California Association of Governments (SCAG) *2016-2040 Regional Transportation Plan/Sustainable Communities Strategies* (2016-2040 RTP/SCS) and the CARB *2017 Scoping Plan* (2017 Scoping Plan). The 2016-2040 RTP/SCS is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The 2016-2040 RTP/SCS incorporates local land use projections and circulation networks in city and county general plans. The 2017 Scoping Plan describes the approach California would take to reduce GHG emissions by 40 percent below 1990 levels by the year 2030.

### Project Consistency with the RTP/SCS

The 2016–2040 RTP/SCS is expected to help California reach its GHG reduction goals, with reductions in per capita transportation emissions of 9 percent by 2020 and 16 percent by 2035.<sup>5</sup> Furthermore, although there are no per capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the 2016–2040 RTP/SCS GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2040.<sup>6</sup> The 2016–2040 RTP/SCS would result in an estimated 8 percent decrease in per capita passenger vehicle GHG emissions by 2020, 19 percent decrease in per capita passenger vehicle GHG emissions by 2035, and 21 percent decrease in per capita passenger vehicle GHG emissions by 2040. By meeting and exceeding the Senate Bill (SB) 375 targets for 2020 and 2035, as well as achieving an approximately 21-percent decrease in per capita passenger vehicle GHG emissions by 2040 (an additional 3-percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the 2016–2040 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the State's GHG emission reduction goals.

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<sup>5</sup> California Air Resources Board, *Regional Greenhouse Gas Emission Reduction Targets Pursuant to SB 375, Resolution 10-31*.

<sup>6</sup> Southern California Association of Governments, *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy*, p. 153, April 2016.



The project would also be consistent with the following key GHG reduction strategies in SCAG's 2016–2040 RTP/SCS, which are based on changing the region's land use and travel patterns:

- Compact growth in areas accessible to transit;
- Jobs and housing closer to transit;
- New housing and job growth focused in High Quality Transit Areas (HQTAs); and
- Biking and walking infrastructure to improve active transportation options, transit access.

The project represents an infill development within an urbanized area slated for development and already supported by existing transportation systems. Further, the project would be located within a HQTAs, which is defined by the 2016–2040 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. Four bus lines currently serve the project site; Los Angeles County Metropolitan Transportation Authority (Metro) bus lines 176 and 78/79/378.

At the regional level, the 2016–2040 RTP/SCS is an applicable plan adopted for the purpose of reducing GHGs. In order to assess the project's potential to conflict with the 2016–2040 RTP/SCS, this section also analyzes the project's land use assumptions for consistency with those utilized by SCAG in its SCS. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG's RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. Table 4.8-2, *Consistency with the 2016-2040 RTP/SCS*, demonstrates the project's consistency with the Actions and Strategies set forth in the 2016–2040 RTP/SCS.<sup>7</sup>

**Table 4.8-2**  
**Consistency with the 2016-2040 RTP/SCS**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
<b>Land Use Actions and Strategies</b>		
Encourage the use of range-limited battery electric and other alternative fueled vehicles through policies and programs, such as, but not limited to, neighborhood-oriented development, complete streets, and Electric (and other alternative fuel) Vehicle Supply Equipment in public parking lots.	Local Jurisdictions, Council of Government (COGs), SCAG, County Transportation Commission (CTCs)	<b>Consistent.</b> The project would not impair the City's or SCAG's ability to encourage the use of alternatively-fueled vehicles through various policies and programs. Specifically, the project would be required to comply with the California Green Building Standards Code (CALGreen) Code Residential Mandatory Measure 4.106.4.2 <i>Electric Vehicle (EV) Charging for multifamily dwellings</i> . This measure requires the project to incorporate three EV charging spaces.
Collaborate with the region's public health professionals to enhance how SCAG addresses public health issues in its regional planning, programming, and project development activities.	SCAG, State, Local Jurisdictions	<b>Consistent.</b> The project would not impair the City's, SCAG's, or the State's ability to collaborate with the region's public health professionals regarding the integration of public health issues in regional planning. Furthermore, the project would improve nearby accessibility South Arroyo Drive with the construction of a vehicular bridge with a pedestrian walkway over the Alhambra Wash.

<sup>7</sup> As discussed in the 2016–2040 RTP/SCS, the actions and strategies included in the 2016–2040 RTP/SCS remain unchanged from those adopted in the 2012–2035 RTP/SCS.



**Table 4.8-2, continued**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Support projects, programs, and policies that support active and healthy community environments that encourage safe walking, bicycling, and physical activity by children, including, but not limited to development of complete streets, school siting policies, joint use agreements, and bicycle and pedestrian safety education.	Local Jurisdictions, SCAG	<b>Consistent.</b> See discussion above.
Support projects, programs, policies and regulations that encourage the development of complete communities, which includes a diversity of housing choices and educational opportunities, jobs for a variety of skills and education, recreation and culture, and a full-range of shopping, entertainment and services all within a relatively short distance.	Local Jurisdictions, SCAG	<b>Consistent.</b> The project would construct a four-story residential building with 41 condominium units on an infill site that is within a quarter mile of a major transit stop. As a result, the project would diversify housing choices and would be situated near major transit stops with shopping, entertainment, and services within a relatively short distance.
<b>Transportation Network Actions and Strategies</b>		
Cooperate with stakeholders, particularly county transportation commissions and Caltrans, to identify new funding sources and/or increased funding levels for the preservation and maintenance of the existing transportation network.	SCAG, CTCs, Local Jurisdictions	<b>Consistent.</b> While this action/strategy is not directly applicable, and while the project would not impair the ability of SCAG, the CTCs, or the City to cooperate with stakeholders to identify new funding sources and/or increase funding levels, the project would support this action/strategy by connecting to the existing transportation network and improving sidewalk access, with appropriate design considerations to ensure travel safety and reliability.
Prioritize transportation investments to support compact infill development that includes a mix of land uses, housing options, and open/park space, where appropriate, to maximize the benefits for existing communities, especially vulnerable populations, and to minimize any negative impacts.	SCAG, CTCs, Local Jurisdictions	<b>Consistent.</b> While this action/strategy is not directly applicable, the project would construct a four-story residential building with 41 condominium units on an infill site that is within a quarter mile of a major transit stop. In addition, the project would incorporate approximately 30,654 square feet of private and common residential open space, including covered and uncovered courtyards, balconies, terraces, and decks. Furthermore, the project would not impair SCAG's, CTC's or Local Jurisdictions transportation investments.
Explore and implement innovative strategies and projects that enhance mobility and air quality, including those that increase the walkability of communities and accessibility to transit via non-auto modes, including walking, bicycling, and neighborhood electric vehicles (NEVs) or other alternative fueled vehicles.	SCAG, CTCs, Local Jurisdictions	<b>Consistent.</b> The project is an infill development also located in a HQTAs as designated by the 2016–2040 RTP/SCS. The project would also provide bicycle parking spaces and EV charging spaces for residents. Therefore, the project would serve to reduce vehicle trips and thus vehicle miles traveled (VMT), thereby contributing to a reduction in air pollutant and GHG emissions.
Collaborate with local jurisdictions to provide a network of local community circulators that serve new Transit Oriented Development (TOD), HQTAs, and neighborhood commercial centers providing an incentive for residents and employees to make trips on transit.	SCAG, CTCs, Local Jurisdictions	<b>Consistent.</b> The project would not impair the ability of SCAG, the CTCs, or the City to provide such a network of local community circulators that serve new TOD, HQTAs, and neighborhood commercial centers.



**Table 4.8-2, continued**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Develop first-mile/last-mile strategies on a local level to provide an incentive for making trips by transit, bicycling, walking, or neighborhood electric vehicle or other ZEV options.	CTCs, Local Jurisdictions	<b>Consistent.</b> The project would not impair the CTCs' or the City's ability to develop first-mile/last-mile strategies. In support of this action/ strategy, the project would be located within walking distance of local and regional transit.
<b>Transportation Demand Management (TDM) Actions and Strategies</b>		
Encourage the implementation of a Complete Streets policy that meets the needs of all users of the streets, roads and highways—including bicyclists, children, persons with disabilities, motorists, neighborhood electric vehicle (NEV) users, movers of commercial goods, pedestrians, users of public transportation and seniors—for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the region.	Local Jurisdictions, COGs, SCAG, CTCs	<b>Consistent.</b> In support of AB 1358, the design of the project would enhance the walkability of the project vicinity based on its construction a new vehicular bridge with a pedestrian walkway over the Alhambra Wash, as well as its inclusion of long-term bicycle parking spaces and EV charging spaces.
Support work-based programs that encourage emission reduction strategies and incentivize active transportation commuting or ride-share modes.	SCAG, Local Jurisdictions	<b>Consistent.</b> As previously discussed, the project would reduce GHG emissions by complying with the 2019 Title 24 requirements. Specifically, the project would install solar photovoltaic panels and water efficient irrigation systems and landscapes and would incorporate water reducing features and fixtures into the buildings pursuant to SGMC Sections 153.530 through 153.539 (Landscape Requirements). The project would also improve nearby accessibility South Arroyo Drive based on its construction a new vehicular bridge with a pedestrian walkway over the Alhambra Wash.
Encourage the development of telecommuting programs by employers through review and revision of policies that may discourage alternative work options.	Local Jurisdictions, CTCs	<b>Consistent.</b> The project would not impair the City's or CTCs ability to encourage the development of telecommuting programs by employers.
Emphasize active transportation and alternative fueled vehicle projects as part of complying with the Complete Streets Act (AB 1358).	State, SCAG, Local Jurisdictions	<b>Consistent.</b> The project would not impair the City's ability to develop infrastructure plans and education programs to promote active transportation options and other alternative fueled vehicles.
<b>Transportation System Management (TSM) Actions and Strategies</b>		
Work with relevant state and local transportation authorities to increase the efficiency of the existing transportation system.	SCAG, Local Jurisdictions, State	<b>Consistent.</b> The project would not impair the ability of SCAG, the City, or the State to work with relevant transportation authorities to increase the efficiency of the existing transportation system. Moreover, all sidewalks and internal driveways would be designed to conform to City requirements. In addition, the project site is located in a HQTAs as designated by the 2016 RTP/SCS.
Source: Southern California Association of Governments, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, April 2016.		

In summary, the project is the type of land use development that is encouraged by the RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the state's long-term climate policies. By furthering



implementation of SB 375, the project supports regional land use and transportation GHG reductions consistent with state regulatory requirements

**Consistency with the 2017 Scoping Plan**

The 2017 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan (2013). Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions would be adopted as required to achieve statewide GHG emissions targets. Provided in Table 4.8-3, Consistency with the 2017 Scoping Plan, is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the Scoping Plan.

**Conclusion**

In summary, the plan consistency analysis provided above demonstrates that the project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the 2016-2040 RTP/SCS, and the 2017 Scoping Plan. The project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs. Furthermore, because the project is consistent and does not conflict with these plans, policies, and regulations, the project’s incremental increase in GHG emissions as described above would not result in a significant impact on the environment. Therefore, project-specific impacts with regard to climate change would be less than significant.

**Table 4.8-3  
Consistency with the 2017 Scoping Plan**

Actions and Strategies	Project Consistency Analysis
<b>SB 350</b>	
Achieve a 50 percent Renewables Portfolio Standard (RPS) by 2030, with a doubling of energy efficiency savings by 2030.	The project would not be an electrical provider or would delay the goals of SB 350. Furthermore, the project would utilize electricity from SCE which would be required to comply with SB 350. As the project would use the electricity from SCE, the project would be in compliance with SB 350.
<b>Low Carbon Fuel Standard (LCFS)</b>	
Increase stringency of carbon fuel standards; reduce the carbon intensity of fuels by 18 percent by 2030, which is up from 10 percent in 2020.	Motor vehicles driven by the proposed project’s residents would be required to use LCFS compliant fuels, thus the project would be in compliance with this Goal.
<b>Mobile Source Strategy (Cleaner Technology and Fuels Scenario)</b>	
Maintain existing GHG standards of light and heavy-duty vehicles while adding an addition 4.2 million zero-emission vehicles (ZEVs) on the road. Increase the number of ZEV buses, delivery trucks, or other trucks.	The project would not include any light or heavy-duty truck trips. Furthermore, the project would be required to comply with CALGreen and would include electric vehicle parking and charging stations. As such, the project would not conflict with the goals of the Mobile Source Strategy.
<b>Sustainable Freight Action Plan</b>	
Improve the freight system efficiency and maximize the use of near zero emission vehicles and equipment powered by renewable energy. Deploy over 100,000 zero-emission trucks and equipment by 2030.	The project would not include any freight systems. Therefore, the project would not conflict with the Sustainable Freight Action Plan.



**Table 4.8-3, continued**

Actions and Strategies	Project Consistency Analysis
<b>Short-Lived Climate Pollutant (SLCP) Reduction Strategy</b>	
Reduce the GHG emissions of methane and hydrofluorocarbons by 40 percent below the 2013 levels by 2030. Furthermore, reduce the emissions of black carbon by 50 percent below the 2013 levels by the year 2030.	The project does not involve would include sources that would emit large amounts of methane (refer to <a href="#">Table 4.8-1</a> ). Furthermore, the project would comply with all CARB and SCAQMD hydrofluorocarbon regulations. As such, the project would not conflict with the SLCP reduction strategy.
<b>SB 375 Sustainable Communities Strategies</b>	
Increase the stringency of the 2035 GHG emission per capita reduction target for metropolitan planning organizations (MPO).	As shown in <a href="#">Table 4.8-2</a> , the project would be consistent with the 2016-2040 RTP/SCS and would not conflict with the goals of SB 375.
<b>Post-2020 Cap and Trade Programs</b>	
The Cap-and-Trade Program would reduce greenhouse gas (GHG) emissions from major sources (covered entities) by setting a firm cap on statewide GHG emissions while employing market mechanisms to cost-effectively achieve the emission-reduction goals.	The project would not be a gross emitter of CO <sub>2</sub> e emissions (25,000 metric tons per year), and thus would be exempt from the Cap and Trade program. The project would not conflict with this goal.
Source: California Air Resources Board, 2017 Scoping Plan, November 2017.	

**Mitigation Measures:** No mitigation measures are required.



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## 4.9 HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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 or excessive noise for people residing or working in the project area?				✓
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		✓		
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

This section is primarily based upon the *Arroyo Village Residential Condominium Project – CEQA Hazards and Hazardous Materials Memorandum* (Hazardous Materials Memorandum), prepared by Michael Baker International (Michael Baker), dated June 6, 2019; refer to [Appendix F, CEQA Hazards and Hazardous Materials Memorandum](#)).

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

Less Than Significant Impact. Exposure of the public or the environment to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel, a transportation accident, environmentally unsound disposal methods, or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

### Construction

Project construction could expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction materials (i.e., oil, diesel fuel, transmission fluid, etc.). These activities would be short-term, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. All project construction activities would demonstrate compliance with the applicable laws and regulations governing the use, storage, and transportation of hazardous materials, ensuring that all potentially



hazardous materials are used and handled in an appropriate manner. Impacts concerning the routine transport, use, or disposal of hazardous materials during project construction would be less than significant.

### Operations

Substantial risks associated with hazardous materials are not typically associated with residential uses. Minor cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance of the project site are generally the extent of hazardous materials that would be routinely utilized on-site. Thus, as the presence and on-site storage of these materials are common for residential uses and would not be stored in substantial quantities (quantities required to be reported to a regulatory agency), impacts in this regard are less than significant.

**Mitigation Measures:** No mitigation measures are required.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Less Than Significant Impact.

### Construction

One of the means through which human exposure to hazardous substance could occur is through accidental release. Incidents that result in an accidental release of hazardous substances into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. Human exposure of contaminated soil or water can have potential health effects based on a variety of factors, such as the nature of the contaminant and the degree of exposure. Construction activities associated with the proposed project could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions. Construction activities could expose construction workers as a result of potential existing hazardous substances in on-site structures and groundwater. The following analysis considers potential disturbance of hazardous materials on-site during demolition/construction.

#### On-Site Structures

Construction activities would include demolition of the existing single-family residential building. As the single-family residential building was constructed in 1947, it may be associated with hazardous materials (e.g., asbestos-containing materials [ACMs] and/or lead-based paint [LBP]). In the last 25 years, LBP has been phased out of use due to concerns over the health effects associated with lead. Additionally, prior to the 1940s and up until the early 1970s, ACMs were used in many building materials and can result in serious health problems if inhaled. Demolition of the structure could expose construction personnel and the public to ACMs or LBPs. Federal and State regulations govern the renovation and demolition of structures where ACMs and LBPs are present. Asbestos removal would be performed in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403. Lead-based paint removal and disposal would be performed in accordance with California Code of Regulations (CCR) Title 8, Section 1532.1. Compliance with Federal and State regulations, including SCAQMD Rule 1403 and CCR Title 8, Section 1532.1, would reduce potential impacts in this regard to less than significant levels.

#### Regional Contaminated Groundwater

According to the Hazardous Materials Memorandum, the project site is located in the vicinity of the San Gabriel Valley Superfund Site (Area 3). Superfund Sites are uncontrolled or abandoned sites or properties where hazardous waste



or other contamination is located. A contaminated site is generally considered a Superfund Site if the Federal government is, or plans to, be involved in cleanup efforts.<sup>1</sup>

In 1984, the discovery of widespread groundwater contamination prompted the U.S. Environmental Protection Agency (EPA) to add four areas in the San Gabriel Valley (Areas 1 through 4) to the National Priorities List (NPL) of the hazardous waste sites that are eligible for cleanup under the Superfund process. The four San Gabriel Valley Superfund sites include areas of groundwater contamination underlying approximately 30 square miles of the 170-square-mile Valley. Regional groundwater contamination is a result of decades of improper handling and disposal practices that released industrial solvents called volatile organic compounds (VOCs) into the soil and groundwater. VOCs are commonly used in dry cleaning, paint stripping, metal plating, and machinery degreasing.

The EPA has collected data in Area 3 continually since 1999. Area 3 consists of a large area (19 square miles) of contaminated groundwater that contains many potential contaminant sources. As a result of the superfund action investigation, eight groundwater monitoring wells were installed and sampled annually. Groundwater analytical results detected tetrachloroethene (PCE), trichloroethene (TCE), cis-1,2,3-trichloropropane (1,2,3-TCP), carbon tetrachloride, and perchlorate, which exceeded the EPA's Maximum Contaminant Levels. Based on the Hazardous Materials Memorandum, depth to groundwater in the site vicinity ranges from approximately 245 to 281 feet below ground surface (bgs). The proposed underground parking garage would excavate to a depth of approximately 24 feet bgs. Therefore, groundwater is not anticipated to be encountered and impacts in this regard would be less than significant.

### Operations

Refer to Response 4.9(a) for a description of impacts related to project operations. Impacts in this regard would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

Less Than Significant Impact. Three existing schools are situated within 0.25-mile of the project site (Paramount Academy located 0.12-mile northwest, Granada Elementary School located 0.14-mile southwest, and Growing Time Montessori School located 0.17-mile east of the site). The project is anticipated to involve the demolition of the existing single-family residential building, which may require the handling of hazardous (ACMs and LBPs) materials at the site as well as the transport of these materials off-site to an approved landfill facility. These activities would be required to comply with Federal, State, and local laws and regulations regarding the handling and transport of hazardous materials. With compliance with Federal, State, and local laws and regulations, the project would result in less than significant impacts involving the handling of hazardous materials, substances, or waste within the vicinity of these schools.

**Mitigation Measures:** No mitigation measures are required.

**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?***

No Impact. Government Code Section 65962.5 (also known as the "Cortese List") requires the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) to compile and update the regulatory sites listing. Additionally, the State Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and are

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<sup>1</sup> U.S. Environmental Protection Agency, *Types of Contaminated Sites*, <https://www.epa.gov/enforcement/types-contaminated-sites>, accessed June 11, 2019.



subject to water analysis pursuant to Health and Safety Code Section 116395. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to CCR Title 14 Section 18051 to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste. Based on the Hazardous Materials Memorandum, the project site is not listed pursuant to Government Code Section 65962.5. Thus, no impact would result in this regard.

**Mitigation Measures:** No mitigation measures are required.

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

No Impact. The project is not located within an airport land use plan and there are no public or private airports or airstrips within two miles of the project site. The nearest airport to the project site is the San Gabriel Valley Airport, located at 4233 Santa Anita Avenue, El Monte, approximately 4.5 miles southeast of the project site. Therefore, project implementation would not introduce a safety hazard for people residing or working in the project area and no impact would occur.

**Mitigation Measures:** No mitigation measures are required.

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

Less Than Significant Impact. The City of San Gabriel has a Multi-Hazard Functional Plan that establishes tactics to cope with local and regional hazards. According to the *Comprehensive General Plan of the City of San Gabriel, California* (General Plan), the City has an emergency operation center that was completed in 1989 to be the central command post in the event of a major disaster. Project implementation would have no adverse effect on implementation of the City's Multi-Hazard Functional Plan, and the project site is not considered a critical facility as defined by the Essential Services Building Seismic Safety Act for buildings that provide essential services after a disaster.

Project construction and operations would not interfere with any daily operations of the City's emergency operation center or the San Gabriel Fire Department (SGFD). The project would incorporate all applicable design and safety standards and regulations as set forth by the California Building Code, SGMC, and SGFD to ensure that it does not interfere with the provision of local emergency services (i.e., provision of adequate access roads to accommodate emergency response vehicles, minimum turning radii, adequate numbers/locations of fire hydrants, etc.). Although not necessary during construction, partial and intermittent road closures may be required during materials delivery. During periods when partial road closures are required, the Applicant would be required to implement a traffic management plan (Mitigation Measure TRA-1). The traffic management plan would provide congestion relief during materials delivery and ensure safe travel. Thus, with implementation of Mitigation Measure TRA-1, impacts would be less than significant.

**Mitigation Measures:** Refer to Mitigation Measure TRA-1 in Section 4.17, *Transportation*.

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

No Impact. According to the General Plan Public and Environmental Safety Element, there are no areas subject to wildland fires within the City of San Gabriel.<sup>2</sup> The project site consists of, and is surrounded by, urban/developed land

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<sup>2</sup> City of San Gabriel, *The Comprehensive General Plan of the City of San Gabriel, Figure 5-1, Safety Issues Analysis*, 2004.



and no areas of wildland are present in the project vicinity. Therefore, project implementation would not expose people or structures to a significant risk involving wildland fires, and no impacts would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.



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#### 4.10 HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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 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 offsite?			✓	
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?			✓	

This section is primarily based upon the *Preliminary Hydrology Study, Drainage Study and Low Impact Development Calculations for Tentative Tract No. 61475, 235 S. Arroyo Dr., San Gabriel, CA 91776* (Hydrology Study), prepared by Trittech Engineering Associates, Inc. (dated July 2017); refer to [Appendix G, Hydrology Study](#).

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

Less Than Significant Impact. As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharges. In California, the State Water Regional Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is within the jurisdiction of the Los Angeles RWQCB.

Impacts related to water quality typically range over three different periods: 1) during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high; and 3) following completion of the project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.



## Construction

Project construction could result in short-term impacts to water quality due to the handling, storage, and disposal of construction materials, maintenance and operation of construction equipment, and earthmoving activities. These potential pollutants could damage downstream waterbodies. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the SWRCB's General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (General Construction Permit). The General Construction Permit requires the project applicant to prepare and implement a stormwater pollution prevention plan (SWPPP). The SWPPP would specify best management practices (BMPs) to be used during construction of the project to minimize or avoid water pollution, thereby reducing potential short-term impacts to water quality. Upon completion of the project, the applicant would be required to submit a Notice of Termination to the SWRCB to indicate that construction has been completed.

Pursuant to SGMC Section 53.10, *Control of Pollutants from State Permitted Construction Activities*, the project applicant would be required to make available to the City: (1) a copy of the Notice of Intent to comply with the terms of the General Construction Permit; (2) a waste discharge identification number issued by the SWRCB; (3) a SWPPP and Monitoring Program Plan; and (4) records of all inspections, compliance and non-compliance reports, and evidence of self-inspection and good housekeeping practices.

To further minimize the potential for accidental release during project construction, the routine transport, use, and disposal of construction materials would be required to adhere to applicable State and local standards and regulations for handling, storage, and disposal of hazardous substances; refer to [Section 4.9, Hazards and Hazardous Materials](#). Compliance with such measures would prevent such substances from entering downstream water bodies via stormwater runoff and adversely affect existing water quality. Following conformance with the Construction General Permit, SWPPP, and implementation of BMPs, the project's short-term impacts to water quality and waste discharge requirements would be less than significant.

## Operations

The proposed project is subject to the Los Angeles County Department of Public Works (LACDPW) requirements in the 2014 Low Impact Development (LID) Standards Manual under the "new development" category. As detailed in the LID Standards Manual, the proposed project would include a range of permanent BMPs to control the off-site discharge of pollutants in accordance with NPDES requirements. The following materials are anticipated to be used in activities at the project site, which would potentially contribute to pollutants to stormwater runoff:

- Vehicle fluids, including oil, grease, petroleum, and coolants from personal vehicles;
- Landscaping materials and wastes (topsoil, plant materials, herbicides, fertilizers, mulch, pesticides); and
- General trash debris and litter.

The project would be required to implement 1) LID structural and non-structural BMPs; 2) source control BMPs, and 3) general structural and nonstructural BMPs to minimize operational impacts to water quality. According to the Hydrology Study, the project would implement the following BMPs, among others: property owner education; employee training/education; private street and parking lot street sweeping; common area catch basin/trench drain inspections; proper landscape irrigation practices; storm drain message and signage; downspout and curb/grate inlet installation; and infiltration trench installation. Specifically, two infiltration trenches would be installed on-site, one at the primary driveway roundabout and one at the project's entrance area at South Arroyo Drive. The intent of the infiltration trenches is to retain and treat stormwater runoff in the underlying native soils and groundwater table in a manner that would



reduce overall stormwater runoff volumes and improve water quality. Implementation of the aforementioned BMPs would reduce the project's operational water quality impacts to less than significant levels.

**Mitigation Measures:** No mitigation measures are required.

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

Less Than Significant Impact. The project site is mostly vacant with the exception of one single-family residence in the northern portion of the site. As detailed in the Hydrology Study, development of the project would result in an increase in impervious surfaces by approximately 84 percent. However, development of the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management. The project site is not currently used for groundwater extraction or groundwater recharge purposes. Further, the San Gabriel County Water District has confirmed that water services are available to serve the proposed project from existing commitments.<sup>1</sup> Thus, project implementation would not substantially decrease groundwater supplies nor interfere substantially with groundwater recharge. Impacts would be less than significant in this regard.

**Mitigation Measures:** No mitigation measures are required.

**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 substantial erosion or siltation on- or off-site?***

Less Than Significant Impact. The proposed project would not substantially alter the existing drainage pattern of the site or project area, including through the alteration of the course of a stream or river. As discussed in Response 4.10(a), the project would comply with the requirements of the Construction General Permit under the NPDES program, which would result in preparation of a SWPPP that outlines necessary BMPs to minimize erosion and water quality impacts during construction. Additionally, installation of the vehicular bridge across the Alhambra Wash would not alter the waterway given that the bridge would be installed as precast bridge sections over the Alhambra Wash. As such, construction-related erosion impacts would be reduced to a less than significant level.

Although the project would result in an 84 percent increase in impervious surfaces, drainage conditions at the project site would not be substantially altered as compared to the project's existing condition. The project would involve installing two infiltration trenches to retain and infiltrate stormwater runoff into the underlying native soils and groundwater table, which would provide erosion control at project completion.

Following conformance with the Construction General Permit and implementation of the SWPPP and associated BMPs, project development would not result in significant erosion or siltation impacts due to changes in drainage patterns.

**Mitigation Measures:** No mitigation measures are required.

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<sup>1</sup> San Gabriel County Water District, *Availability of Water and Feasibility for 235 S. Arroyo Dr. San Gabriel, Ca 91776*, March 2, 2015.



**2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?**

Less Than Significant Impact. As detailed in Response 4.10(c)(1), the project would not substantially alter the drainage pattern of the project site or surrounding area and would not alter the course of a stream or river. The proposed project would demolish a single-family residence on-site and develop a 41-unit condominium development. Table 4.10-1, Existing and Proposed Hydrology Conditions, compares the site’s pervious and impervious areas during pre- and post-project conditions.

**Table 4.10-1  
Existing and Proposed Hydrology Conditions**

Description	Pre-Project (Existing) Conditions		Post-Project (Proposed) Conditions		Change
	Area/Volume	Percentage of Area	Area/Volume	Percentage of Area	
Pervious Area	50,676 SF	89%	2,728 SF	5%	-84%
Impervious Area	6,263 SF	11%	51,827 SF	95%	+84%
50-Year Runoff Volume	4.4729 cfs	--	4.5971 cfs	--	+0.1242 cfs
Note: SF = square feet; cfs = cubic feet per second Values are approximate.					
Source: Tritech Engineering Associates, Inc., <i>Preliminary Hydrology Study, Drainage Study and Low Impact Development Calculations for Tentative Tract No. 61475, 235 S. Arroyo Dr., San Gabriel, CA 91776, July 2017</i> ; refer to <u>Appendix G</u> .					

As indicated in Table 4.10-1, the project would increase impervious surface areas compared to pre-project (existing) conditions. While the project would increase stormwater runoff by 0.1242 cubic feet per second under post-development conditions, all runoff generated on-site would eventually drain into the Alhambra Wash. According to the Hydrology Study, the runoff increase is nominal and would be adequately accommodated by existing downstream storm drains. As a result, project implementation would not result in on- or off-site flooding and impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**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?**

Less Than Significant Impact. Refer to Responses 4.10(a) and 4.10(c)(2). Project implementation would result in similar drainage patterns as existing conditions. As detailed in Table 4.10-1, post-development 50-year runoff volumes would be slightly higher than pre-development conditions. However, the approximately 0.1242 cubic feet per second runoff increase is nominal and would be adequately accommodated by existing downstream storm drains. As such, the amount of stormwater runoff from the site would not exceed the capacity of existing stormwater drainage systems.

**Mitigation Measures:** No mitigation measures are required.

**4) Impede or redirect flood flows?**

Less Than Significant Impact. Refer to Responses 4.10(c)(2) and 4.10(c)(3).

**Mitigation Measures:** No mitigation measures are required.



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

No Impact.

**Flood Hazard**

According to the Federal Emergency Management Agency's *National Flood Hazard Layer Viewer*, the project site is not located within a 100-year flood hazard area.<sup>2</sup> As a result, no impacts would occur in this regard.

**Tsunami**

A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. The project site is located over 20 miles inland from the Pacific Ocean and is located at a sufficient distance so as not to be subject to tsunami impacts. No impacts would occur in this regard.

**Seiche**

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The project site is not in the vicinity of a reservoir, harbor, lake, or storage tank capable of creating a seiche. No impacts would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.

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

Less Than Significant Impact. The *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan) establishes water quality standards for ground and surface waters within the Los Angeles region, which includes the City, and is the basis for the Los Angeles RWQCB's regulatory programs.

The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or prepare an alternative to a groundwater sustainability plan. The project is located within the San Gabriel Valley groundwater basin, which is designated as a Very Low priority basin.<sup>3</sup> Therefore, there is no groundwater sustainability plan established for the basin. However, Chapter 8, *Groundwater Quality Management*, of the Basin Plan focuses on basin/sub-basin groundwater quality management and includes salt and nutrient management plans (SNMPs) specific to each basin within the Los Angeles region. The SNMP management strategies developed by local water entities in the San Gabriel Valley Basin are voluntary measures that are designed to maintain water quality that is protective of beneficial uses, while increasing recycled water use and supporting the sustainable use of groundwater. These strategies are applied in conjunction with existing water quality protection measures in each groundwater basin area. Implementation of the proposed project would not conflict with the SNMP for the San Gabriel Valley Basin and as indicated in Response 4.10(b), the project would not substantially deplete groundwater supplies or interfere with groundwater recharge. As a result, the proposed project is not anticipated to conflict with or obstruct with the

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<sup>2</sup> Federal Emergency Management Agency, *National Flood Hazard Layer Viewer*, <https://www.fema.gov/national-flood-hazard-layer-nfhl>, accessed May 23, 2019.

<sup>3</sup> California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, <https://gis.water.ca.gov/app/bp-dashboard/p2/>, accessed May 28, 2019.



groundwater basin and SNMP management strategies identified in the Basin Plan. Overall, impacts would be less than significant in this regard.

**Mitigation Measures:** No mitigation measures are required.



**4.11 LAND USE AND PLANNING**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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?			✓	

**a) Physically divide an established community?**

No Impact. Factors that could physically divide a community include, but are not limited to:

- Construction of major highways or roadways;
- Construction of storm channels;
- Closing bridges or roadways; and
- Construction of utility transmission lines.

The key factor with respect to this question is creating physical barriers that change the connectivity between areas of a community to the extent that persons are separated from other areas of the community. The proposed project would not physically divide an established community. The site is currently developed with one single-family residence and the remainder of the site is vacant. Single-family and multi-family residential uses surround the site on all sides; however, these surrounding communities are physically separated from the project site by private fences, the Alhambra Wash, and adjacent roadways (i.e., South Arroyo Drive, Hampton Court, and Vega Street). As such, the existing residences surrounding the site do not presently function as an integrated or established community. Thus, development of the proposed project would not physically divide an established community, and no impact would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.

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

Less Than Significant Impact.

**CITY OF SAN GABRIEL**

General Plan Consistency

Based on the Mission District Specific Plan, the project site is designated Mission District High Density Multi-Family Residential (24 to 40 dwelling units per acre). The General Plan intends High Density Residential areas for development of multi-family dwellings, preferably on sites one acre or larger in size. As detailed below under 'Zoning Code Consistency,' the project site's Arroyo Residential Multiple-Family Residence (Arroyo Residential MDR-3) zoning



development standard allows for a maximum density of 40 units per acre. Thus, the proposed development would be permitted under the current General Plan designation and no General Plan Amendment would be required.

Table 4.11-1, *General Plan Land Use Consistency Analysis*, provides a consistency analysis of the proposed project and relevant General Plan Land Use Element goals. As indicated in Table 4.11-1, the proposed project would be consistent with applicable General Plan Land Use Element goals.

**Table 4.11-1**  
**General Plan Land Use Consistency Analysis**

Relevant Goals	Consistency Analysis
<b>Goal 1.3:</b> Set standards for new homes that respect the scale of their surroundings.	<b>Consistent.</b> The proposed condominium project would be consistent with the site's existing land use designation and zoning. The condominium development would therefore complement and respect the scale of the surrounding residential communities, also within and adjacent to the Specific Plan area. As such, the project would be consistent with Land Use Goal 1.3.
<b>Goal 1.4:</b> Encourage the sensible transition of properties in multi-family neighborhoods in realizing their potential to provide quality housing opportunities.	<b>Consistent.</b> The project site is zoned Arroyo Residential MDR-3 under the Specific Plan and is intended for multi-family development. As such, the mostly vacant site would be developed into a multi-family neighborhood as planned under the Specific Plan. The project would be consistent with Land Use Goal 1.4.
<b>Goal 1.6:</b> Ensure that new development is appropriately and sensitively buffered from its neighbors.	<b>Consistent.</b> Surrounding land uses include single-family residential uses and a surface parking lot to the north; multi-family residential uses and the Alhambra Wash to the east; vacant land and multi-family residential uses to the south; and single-family residential uses to the west. The proposed condominium development would complement the surrounding residential uses and, as shown on <u>Exhibit 2-6, Conceptual Landscape Plan</u> , would be buffered from neighboring uses by ornamental landscaping installed along the site perimeter as well as throughout the site. Although the project proposes setback variances, the existing sloping nature of the project site and the additional buffer provided by rear yards against rear yards (providing additional space between buildings) buffers the project from these uses; refer to west elevation depicted on <u>Exhibit 2-4b</u> and north elevation depicted on <u>Exhibit 2-4a</u> . The exterior building would include neutral earth tones (whites, beiges, browns) with red accents and would exemplify architectural elements associated with the Spanish Colonial architecture used in San Gabriel since the eighteenth century and which is also envisioned in the Specific Plan. As a result, project implementation would be appropriately and sensitively buffered from its neighbors, and the project would be consistent with Land Use Goal 1.6.
<b>Goal 1.10:</b> Cooperate with all our neighbors to ensure that future development along our common borders is compatible with our neighbors and vice-versa.	<b>Consistent.</b> Refer to Response to Land Use Goal 1.6. The project site encompasses parcels within the City of San Gabriel and City of Alhambra, and areas to the west of the project site are located within the City of Alhambra's jurisdiction. The initial design of the project was presented to neighboring uses in a series of community meetings in San Gabriel and Alhambra in 2013 and more recently, the project, as currently proposed, was presented at two community meetings in San Gabriel and Alhambra in 2015. While the City of San Gabriel is the lead agency with discretionary authority over the project proposal, the City of Alhambra will also conduct a design review of the proposed plans. Thus, the project would ensure future development along the San Gabriel and Alhambra jurisdictional borders is compatible with neighboring development. The project would be consistent with Land Use Goal 1.10.



Relevant Goals	Consistency Analysis
<b>Goal 1.13:</b> Think and act creatively to maximize and increase public open space and greenery in our community.	<b>Consistent.</b> The project would incorporate approximately 30,654 square feet of private and common residential open space, including covered and uncovered courtyards, balconies, terraces, and decks. Additionally, ornamental landscaping would be installed throughout the project site, including a mix of trees, shrubs, and accents; refer to <a href="#">Exhibit 2-6</a> . As a result, the project would provide public open space and greenery, and would be consistent with Land Use Goal 1.13.
Source: City of San Gabriel, <i>Comprehensive General Plan of the City of San Gabriel, California</i> , Chapter 1 – Land Use, May 18, 2004.	

Zoning Code Consistency

According to the Specific Plan, the project site is zoned Arroyo Residential MDR-3. The Arroyo Residential MDR-3 zoning permits accessory buildings and incidental uses; licensed family care homes, foster homes, or group homes; manufacturing housing; multiple-family dwellings (e.g., apartments and condominiums); publicly-owned and operated parks, playground, and recreation centers; and residential care facilities; among others. As such, the proposed condominium development would be a permitted use under the Arroyo Residential MDR-3 zoning.

Specific Plan Table 4.4, *Development Standards: Residential*, and Table 4.6, *Parking Requirements Residential*, identify development standards specific to residential zones in the Specific Plan area. [Table 4.11-2](#) details the project's consistency with applicable development regulations.

**Table 4.11-2  
Development Standards Consistency Analysis**

Development Standard	Arroyo Residential MDR-3 Standard	Proposed Project	Project Consistent?
Maximum Density	24 units per acre; or 40 units per acre (if lot size is at least 32,670 square feet and lot width is at least 150 feet)	The total lot area, not including the Alhambra Wash or the three parcels within the City of Alhambra, is approximately 45,355 square feet and the lot is greater than 150 feet in width. The proposed project meets the density requirements.	Yes
Minimum Lot Size	10,000 square feet	The total lot area, not including the Alhambra Wash or the three parcels within the City of Alhambra, is approximately 45,355 square feet	Yes
Minimum Lot Width	70 feet	The project site is irregular in shape; however, the width of the central portion of the site is approximately 250 feet.	Yes
<b>Minimum Landscaped Setbacks</b>			
Front	15 feet	The project would have a five-foot setback from the Alhambra Wash easement and an additional 50-foot setback from South Arroyo Drive across the vehicular bridge.	Yes



**Table 4.11-2, continued**

Development Standard	Arroyo Residential MDR-3 Standard	Proposed Project	Project Consistent?
Rear	<p>15 percent of net lot depth; 5 feet for accessory buildings</p> <p><i>Note: Rear yard setback for properties on the west side of Arroyo Drive are measured from the nearest edge of the flood control easement.</i></p>	<p>As the project would face Arroyo Drive, it is assumed that the rear yard is the project's western boundary adjacent to single-family residences along Vega Street. The project site's net lot depth is approximately 278 feet, which would require a rear yard setback of approximately 41.7 feet. The project proposes an approximately 21-foot rear yard setback, which would not meet the 15 percent of net lot depth requirement. As such, the project is proposing a setback variance. Pursuant to SGMC Section 153.261, <i>Findings</i>, a setback variance is appropriate when special circumstances applicable to a property, including size, shape, topography, location or surroundings, make it such that the strict application of the zoning ordinance would deprive such property of privileges enjoyed by other properties in the vicinity and under an identical zoning designation. The granting of such variance is allowed based on a project's consistency with the General Plan and as long as the project would not authorize a use or activity which is not otherwise expressly authorized by the zoning for the property for which the variance is sought. As indicated in <a href="#">Table 4.11-1</a>, the proposed project would be consistent with applicable General Plan Land Use Element goals. Further, the project would comply with applicable zoning regulations under the Specific Plan upon approval of a setback variance.</p>	Yes <sup>1</sup>
Side	<p>10 feet if building is ≤ 24 feet in height; 15 feet if building is 25 to 36 feet in height; 20 feet if building is 37 to 48 feet in height; or 5 feet for accessory buildings</p>	<p>Assuming the project's side yard is the northern project boundary adjacent to single- and multi-family residences along Hampton Court, the project would provide an approximate 15-foot side yard setback, which would not meet the 20-foot setback requirement for a 48-foot building. As such, the project is proposing a setback variance. Refer to the discussion for Front Minimum Landscaped Setbacks above.</p>	Yes <sup>1</sup>
Street Side	12 feet	The project site is not adjacent to a roadway.	Not Applicable



**Table 4.11-2, continued**

Development Standard	Arroyo Residential MDR-3 Standard	Proposed Project	Project Consistent?
Minimum Open Space	300 square feet per bedroom  <i>Note: Covering of the Alhambra Wash is prohibited; for properties on the west side of Arroyo Drive either scenic easements along the Alhambra Wash or the front yard setback can be counted as open space. The flood control easement itself does not count as open space.</i>	The 41-unit condominium project is required to provide 12,300 square feet of open space. The project would provide 30,654 square feet of private and common residential open space, including covered and uncovered courtyards, balconies, terraces, and decks.	Yes
Maximum Building Height <sup>2</sup>	48 feet; 15 feet for accessory buildings	The proposed building is 48 feet in height from top of plate.	Yes
Minimum Building Separation	20 feet for main building to main building; 6 feet for main building to accessory building	The project only proposes one building.	Not Applicable
Maximum Lot Coverage	60 percent	The total lot area, not including the Alhambra Wash or the three parcels within the City of Alhambra, is approximately 45,355 square feet, and the proposed building is approximately 15,558 square feet. Thus, the project's lot coverage is approximately 34.3 percent.	Yes
Utility Undergrounding	All utilities shall be underground. Electrical vaults, meters, utility boxes, and gas meters shall be screened by landscaping and located to minimize visual impact.	All electricity and natural gas utilities would be underground. Additionally, the electrical vault at the southwest corner of the site and proposed gas and water meters along the building's southwest exterior would be screened by landscaping.	Yes
Trash Enclosures	Trash areas shall be shielded from view by being placed within a building or area enclosed by a six-foot solid masonry wall and screened with landscaping.	The proposed trash enclosure would be in the subterranean parking garage and would be shielded from public view. The trash enclosure would be adequately sized and accessible to trash trucks.	Yes
Minimum Driveway Width	20 feet	The proposed vehicular bridge would be approximately 26 feet wide.	Yes
Maximum Fence or Wall Height	4 feet high in front yard; 6 feet high in side/rear yards;  <i>Note: Fence or wall height shall be measured from the higher side of the fence or wall where there is an elevation difference.</i>	The project proposes five- and six-foot high fences along the side and rear yards. No fences are proposed in the front yard.	Yes
Parking Requirement	Minimum two-car garage per unit plus one guest space for every three units	Based on the parking requirement, the project is required to provide at least 97 parking spaces. The project proposes to provide 97 spaces in the subterranean parking garage and four spaces in a surface parking lot for a total of 101 spaces.	Yes



**Table 4.11-2, continued**

Development Standard	Arroyo Residential MDR-3 Standard	Proposed Project	Project Consistent?
Notes:			
1 Upon approval of the proposed setback variance, the project would be consistent with the rear and side yard setback standards.			
2 The vertical distance measured from the average level of the finished grade at the lowest point of the building to the highest point of the structure. The highest point is described as the average parapet level, highest point of screening for mechanical equipment or highest roof peak and does not include architectural projections such as chimneys, theme towers, parapet accents or bell towers.			
Source: City of San Gabriel, <i>Mission District Specific Plan Land Use Chapter</i> , August 2004.			

As shown in [Table 4.11-2](#), upon approval of the proposed setback variance, the project would be consistent with all applicable Specific Plan development standards. Based on the analysis above, the proposed project would not conflict with General Plan goals or applicable zoning regulations under the Specific Plan. The project would result in less than significant impacts in this regard.

**CITY OF ALHAMBRA**

As detailed in [Section 2.0, Project Description](#), three parcels on the project site are located in the City of Alhambra and encompass approximately 5,034 square feet (0.12 acres) at Assessor Parcel Numbers (APNs) 5346-008-031, 5346-009-008, and 5346-009-010. Two of the three parcels are located along the northern site perimeter, a 520-square foot parcel at the end of the Hampton Court cul-de-sac in the northeast corner of the site and a 2,525-square foot parcel along the east side of Vega Street in the northwest corner of the site. The third 1,989-square foot parcel is located at the end of the Vega Street cul-de-sac in the southwestern corner of the project site. Under the *Alhambra General Plan Vision 2040 – A Community Mosaic* (Alhambra General Plan) and *City of Alhambra Zoning Map*, the three parcels are designated Low Density Residential and zoned Single Family Residential (R-1).<sup>1,2</sup>

As shown on [Exhibit 2-3](#) and [Exhibit 2-6](#), the northeast parcel is proposed as an easement for emergency access through Hampton Court, the northwest parcel is proposed as part of a common open space area, and the southwest parcel is proposed as part of a common open space area that includes the entry driveway roundabout. As such, the project does not propose any structures on the Alhambra parcels and would not conflict with Alhambra General Plan goals and policies or zoning regulations. Nevertheless, to ensure the project’s overall design consistency with adjacent uses within Alhambra’s jurisdiction, the project would be required to undergo a design review by the City of Alhambra. Overall, the project would result in less than significant impacts in this regard.

**Mitigation Measures:** No mitigation measures are required.

<sup>1</sup> City of Alhambra, *Alhambra General Plan Vision 2040 – A Community Mosaic*, Figure 5, General Plan Land Use Map, January 2019.  
<sup>2</sup> City of Alhambra, *City of Alhambra Zoning Map*, July 2017.



**4.12 MINERAL RESOURCES**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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?				✓

**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?***

No Impact. Areas identified as Mineral Resource Zone 2 (MRZ-2) are areas that contain identified mineral resources. No areas within the project vicinity are mapped MRZ-2 by the California Department of Conservation’s San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations.<sup>1</sup> As such, no mineral resources are anticipated within the project area. In addition, according to the General Plan Environmental Evaluation, no active mining operations exist within the City. Thus, project implementation would not 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. No impact would occur.

**Mitigation Measures:** No mitigation measures are required.

**b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

No Impact. Refer to Response 4.12(a).

**Mitigation Measures:** No mitigation measures are required.

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<sup>1</sup> California Department of Conservation, *San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mining Operations*, 2010.



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### 4.13 NOISE

<i>Would the project result in:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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?				✓

This section is primarily based upon the *Arroyo Village Residential Condominium Project Acoustical Assessment* (Acoustical Assessment) prepared by Michael Baker International (dated July 2, 2019); refer to [Appendix H, \*Acoustical Assessment\*](#).

#### DESCRIPTION OF NOISE METRICS

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between three dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of three dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level ( $L_{eq}$ ), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level ( $L_{dn}$ ). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical  $L_{dn}$  noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.



**REGULATORY FRAMEWORK**

State Level

The State Office of Planning and Research Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL).

Local Level

City of San Gabriel General Plan

The *Comprehensive General Plan of the City of San Gabriel, California* (General Plan) Noise Element identifies noise-sensitive land uses and noise sources, defines areas of noise impact, and establishes goals, policies, and programs to ensure that City residents are protected from excessive noise. The following lists applicable noise goals and targets obtained from the General Plan:

Goal 9.2: Minimize the impact of traffic noise for those who live and work on our major roadways.

Target 9.2.1: Commit to using innovative noise reducing asphalt products when resurfacing or repaving major arterial streets.

Goal 9.4: Protect residents from the harmful effects of noise from mechanical equipment and trucks.

Target 9.4.1: Adopt a comprehensive noise ordinance by 2006, including allowable decibel levels in commercial/industrial areas and residential areas adjacent to them.

Goal 9.6: Promote the health of our community by protecting it from the harmful effects of noise.

Table 4.13-1, Exterior Noise Standards, provides noise standards for designated land uses within the City and Table 4.13-2, Interior Noise Standards, provides the City's interior noise standards.

**Table 4.13-1  
Exterior Noise Standards**

Noise Zone	Designated Noise Zone Land Use (Receptor Property)	Time Interval	Exterior Noise Level (dB)	Standard 1 (dB) <sup>1</sup>	Standard 2 (dB) <sup>2</sup>	Standard 3 (dB) <sup>3</sup>	Standard 4 (dB) <sup>4</sup>	Standard 5 (dB) <sup>5</sup>
I	Noise-sensitive area	Anytime	45	45	50	55	60	65
II	Residential properties	10:00 p.m. – 7:00 a.m. (Nighttime)	45	45	50	55	60	65
		7:00 a.m. – 10:00 p.m. (Daytime)	50	50	55	60	65	70
III	Commercial properties	10:00 p.m. – 7:00 a.m. (Nighttime)	55	55	60	65	70	75
		7:00 a.m. – 10:00 p.m. (Daytime)	60	60	65	70	75	80



**Table 4.13-1, continued**

Noise Zone	Designated Noise Zone Land Use (Receptor Property)	Time Interval	Exterior Noise Level (dB)	Standard 1 (dB) <sup>1</sup>	Standard 2 (dB) <sup>2</sup>	Standard 3 (dB) <sup>3</sup>	Standard 4 (dB) <sup>4</sup>	Standard 5 (dB) <sup>5</sup>
IV	Industrial properties	Anytime	70	70	75	80	85	90
Notes:								
1. Standard No. 1 is the exterior noise level that may not be exceeded for more than a total of 30 minutes in any hour.								
2. Standard No. 2 is the exterior noise level that may not be exceeded for more than a total of 15 minutes in any hour.								
3. Standard No. 3 is the exterior noise level that may not be exceeded for more than a total of 5 minutes in any hour.								
4. Standard No. 4 is the exterior noise level that may not be exceeded for more than a total of 1 minute in any hour.								
5. Standard No. 5 is the exterior noise level that may not be exceeded for any period of time.								
Source: City of San Gabriel, <i>Comprehensive General Plan of the City of San Gabriel</i> , May 18, 2004.								

**Table 4.13-2  
Interior Noise Standards**

Noise Zone	Designated Noise Zone Land Use (Receptor Property)	Time Interval	Allowable Interior Noise level (dB)	Standard 1 (dB) <sup>1</sup>	Standard 2 (dB) <sup>2</sup>	Standard 3 (dB) <sup>3</sup>
All	Residential	10:00 p.m. – 7:00 a.m.	40	45	50	55
		7:00 a.m. – 10:00 p.m.	45	45	50	55
Notes:						
1. Standard No. 1 is the interior noise level that may not be exceeded for more than a total of 5 minutes in any hour.						
2. Standard No. 2 is the interior noise level that may not be exceeded for more than a total of 1 minute in any hour.						
3. Standard No. 3 is the interior noise level that may not be exceeded for any period of time.						
Source: City of San Gabriel, <i>Comprehensive General Plan of the City of San Gabriel</i> , May 18, 2004.						

City of San Gabriel Municipal Code

Although the City's noise standards are contained within the General Plan, the *San Gabriel Municipal Code* (SGMC) includes several references to noise control. The following sections of the SGMC are applicable to the proposed project:

§ 98.02 MAINTENANCE OF PREMISES; NUISANCES.

It shall be unlawful and hereby declared a public nuisance for any person or persons either owning, leasing, occupying or having charge or possession of any real property within the city to cause, permit or allow any of the following conditions to exist thereon:

- (T) To maintain or operate, between the hours of 10:00 p.m. and 7:00 a.m., any device, instrument, vehicle or machinery in such a manner as to create noise or cause vibrations which cause discomfort or annoyance to reasonable persons of normal sensitivity, or which endangers the comfort, repose, health or peace of the public or of any person using or occupying other property in the vicinity;

Title XIII: General Offenses

§ 130.09 NOISE CAUSED BY MACHINERY.

It shall be unlawful for any person to run or operate, or permit to be run or operated, any mechanical, electrical, electronic, hydraulic, or wind-driven equipment, fan, pump, compressor, blower, motor, engine, machine, or other similar apparatus, whether as owner, agent, employee, lessee, or other person having the charge thereof, which causes, or is likely to cause, any loud, excessive, unnecessary, or unusual continued or intermittent noise, or any noise which annoys, disturbs, injures, or endangers the comfort, repose, health, peace, or safety of others within



the city unless such noise is muffled effectually and the apparatus is either equipped with a muffler device in constant operation and properly maintained to deaden such noise, or the apparatus is enclosed in a room, building, or other enclosure sufficiently insulated to deaden such noise.

Title XV: Land Usage

§ 150.003 Construction; Hours of Construction

No construction shall take place within the city except between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday and between the hours of 8:00 a.m. and 4:00 p.m. on Saturday. Construction shall be prohibited on Sundays and such holidays as may be designated by Council resolution. The Community Development Director may extend the hours of operation for special circumstances by providing written notice to surrounding residents in advance. The restriction on construction hours shall not apply to emergency repairs required to protect the public health, safety, and welfare, whether performed by a public agency, utility, company, or private owner. Said restrictions also shall not apply to a residential property owner and or members of his immediate family, performing work on his personal property.

**EXISTING CONDITIONS**

Stationary Sources

The project area is located in an urbanized area. The primary sources of stationary noise in the project vicinity are urban-related activities, including parking areas, people talking, truck deliveries, dogs barking, etc. The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Mobile Sources

Vehicle-related mobile noise is the most common source of noise in the site vicinity. In addition, commercial uses to the north contribute to infrequent mobile noise sources in the site vicinity.

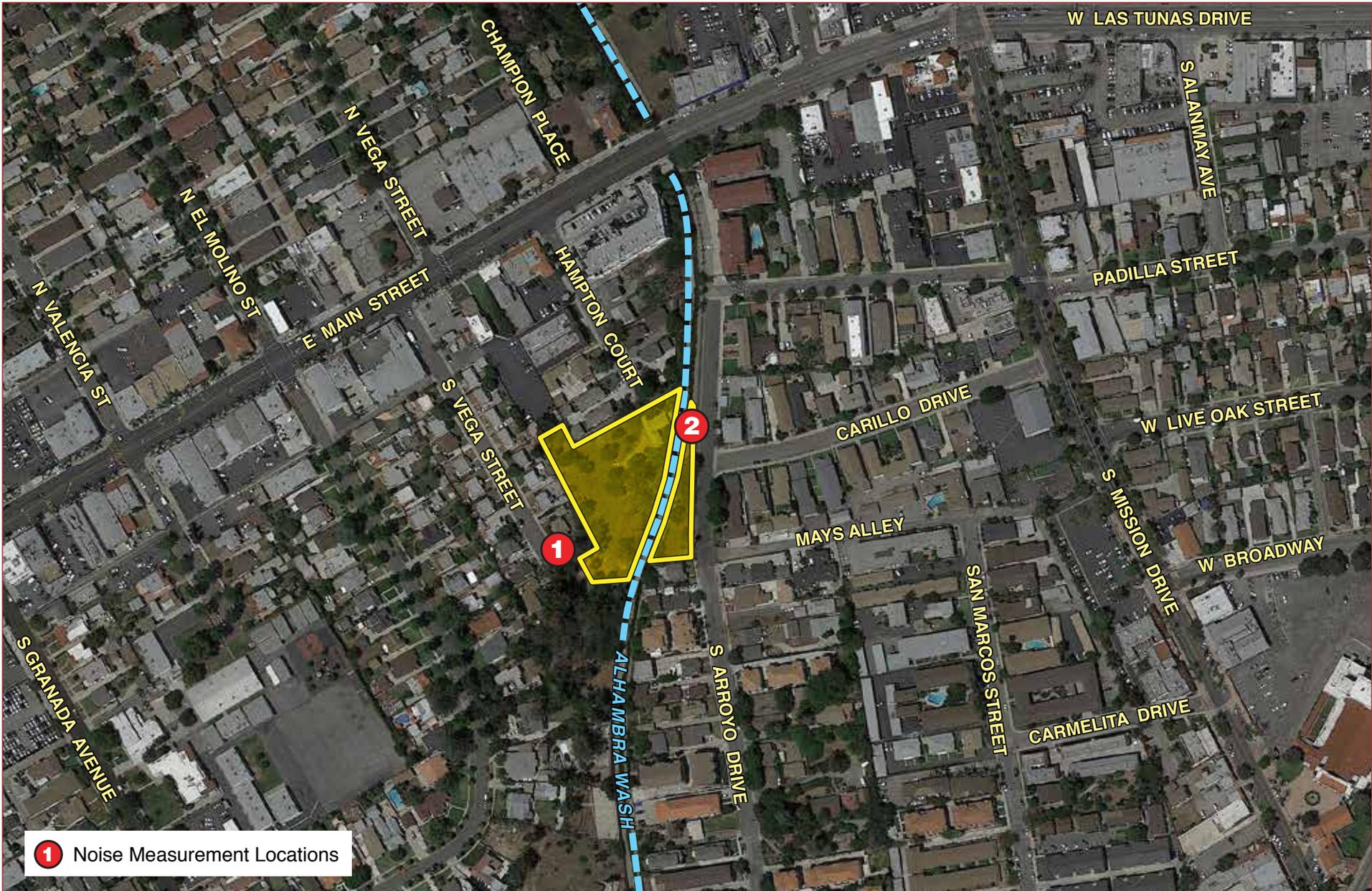
Noise Measurements

In order to quantify existing ambient noise levels in the project site, two noise measurements were taken on May 1, 2019; refer to Table 4.13-3, Noise Measurements and Exhibit 4.13-1, Noise Measurement Locations. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. Ten-minute measurements were taken, between 10:30 a.m. and 12:00 p.m., at each site during the day. Short-term ( $L_{eq}$ ) measurements are considered representative of the noise levels in the project vicinity.

**Table 4.13-3  
Noise Measurements**

Site No.	Location	$L_{eq}$ (dBA)	$L_{min}$ (dBA)	$L_{max}$ (dBA)	Peak (dBA)	Time
1	Cul-de-sac of Vega Street.	48.3	36.2	66.6	80.8	11:22 a.m.
2	Corner of Carillo Drive and South Arroyo Drive.	54.3	34.5	76.4	75.1	10:59 a.m.

Source: Michael Baker International, May 1, 2019.



**1** Noise Measurement Locations

Source: Google Earth, April 2019.



Meteorological conditions were clear skies, warm temperatures, with light wind speeds (0 to 5 miles per hour), and low humidity. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. The results of the field measurements are included in Appendix H.

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less Than Significant Impact With Mitigation Incorporated.

**CONSTRUCTION**

Construction of the proposed project would occur over approximately 17 months and would include demolition, site preparation, grading, paving, building construction, and architectural coating. Groundborne noise and other types of construction-related noise impacts would typically occur during excavation activities of the grading phase. This phase of construction has the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in Table 4.13-4, Maximum Noise Levels Generated by Construction Equipment. It should be noted that the noise levels identified in Table 4.13-4 are maximum sound levels ( $L_{max}$ ), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

**Table 4.13-4  
Maximum Noise Levels Generated by Construction Equipment**

Type of Equipment	Acoustical Use Factor <sup>1</sup>	$L_{max}$ at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85

Note:  
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.  
Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006.

The potential for construction-related noise to affect nearby residential receptors would depend on the location and proximity of construction activities to these receptors. Construction would occur throughout the project site and would not be concentrated or confined in the area directly adjacent to sensitive receptors. Therefore, construction noise would be acoustically dispersed throughout the project site and not concentrated in one area near adjacent sensitive



uses. It should also be noted that the noise levels depicted in [Table 4.13-4](#) are maximum noise levels, which would occur sporadically when construction equipment is operated in proximity to sensitive receptors.

Pursuant to SGMC Section 150.003, construction activities may occur between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, 8:00 a.m. and 4:00 p.m. Saturdays, and is prohibited on Sundays or legal holidays. These permitted hours of construction are included in the code in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Given the sporadic and variable nature of proposed project construction and the implementation of time limits specified in the SGMC, short-term construction noise impacts would be less than significant. Additionally, to further reduce the potential for noise impacts, Mitigation Measure NOI-1 would be implemented to incorporate best management practices during construction. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers and other state required noise attenuation devices. Construction impacts would be less than significant with implementation of Mitigation Measure NOI-1.

**OPERATIONS**

**Mobile Noise**

Future development generated by the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, a doubling of traffic volumes would result in a 3 dB increase in traffic noise levels, which is barely detectable by the human ear. Based on the *Arroyo Village Condo Development Traffic Impact Study* (Traffic Impact Study) prepared by Traffic Design, Inc. (dated June 20, 2019), the proposed project is projected to generate a total of approximately 238 daily trips, which includes approximately 18 a.m. peak hour trips and approximately 21 p.m. peak hour trips. [Table 4.13-5, Existing and Project Traffic Volumes](#) depicts existing and project generated peak hour traffic volumes in the project vicinity. As shown in [Table 4.13-5](#), project peak hour traffic volumes would not double existing peak hour traffic volumes. Therefore, a 3 dB increase in traffic noise levels would not occur in the project vicinity as a result of the project and any increase in traffic noise along local roadways would be imperceptible. Impacts would be less than significant in this regard.

**Table 4.13-5  
Existing and Project Traffic Volumes**

Intersection	Existing Trips <sup>1</sup>	Project Trips <sup>1</sup>	Doubling of Traffic Volumes?
Arroyo Drive/Carillo Drive	76 a.m.	5 a.m.	No
	70 p.m.	9 p.m.	No
Mission Road/Carillo Drive	673 a.m.	13 a.m.	No
	829 p.m.	12 p.m.	No
Arroyo Drive/Santa Anita Street	567 a.m.	13 a.m.	No
	623 p.m.	12 p.m.	No
Notes:			
1. Represents the number of the highest peak hour trips.			
Source: Traffic Design, Inc., <i>Arroyo Village Condo Development Traffic Impact Study</i> , June 20, 2019.			

**Cumulative Mobile Source Impacts**

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed project and other projects in the vicinity. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of project area buildout to the future cumulative base traffic volumes in the project area and the vicinity.



A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. As previously stated, a doubling of traffic volumes would result in a perceptible (i.e. 3 dB) increase in traffic noise levels. Table 4.13-6, Cumulative Traffic Volumes compares the "Existing", "Cumulative No Project", and "Cumulative Plus Project" peak hour traffic volumes, as well as the associated change in peak hour traffic volumes. As shown in Table 4.13-6, the "Cumulative Plus Project" peak hour traffic volumes would not double the "Existing" peak hour traffic volumes or the "Cumulative No Project" peak hour traffic volumes. Therefore, the project would not result in a perceptible increase in cumulative traffic noise levels. Thus, the proposed project, in combination with cumulative traffic noise levels, would result in less than significant impacts.

**Table 4.13-6  
Cumulative Traffic Volumes**

Intersection	Existing Trips <sup>1</sup>	Cumulative No Project Trips <sup>1</sup>	Cumulative + Project Trips <sup>1</sup>	Difference between Existing Trips and Cumulative + Project Trips <sup>1</sup>	Difference between Cumulative No Project Trips and Cumulative + Project Trips <sup>1</sup>	Doubling of Traffic Volumes?
Arroyo/Carillo	76 a.m.	86 a.m.	91 a.m.	15 a.m.	5 a.m.	No
	70 p.m.	85 p.m.	94 p.m.	24 p.m.	9 p.m.	No
Mission/Carillo	673 a.m.	831 a.m.	844 a.m.	171 a.m.	13 a.m.	No
	829 p.m.	1,068 p.m.	1,080 p.m.	251 p.m.	12 p.m.	No
Arroyo/Santa Anita	567 a.m.	594 a.m.	607 a.m.	40 a.m.	13 a.m.	No
	623 p.m.	660 p.m.	672 p.m.	49 p.m.	12 p.m.	No
Notes:						
1. Represents the number of the highest peak hour trips.						
Source: Traffic Design, Inc., <i>Arroyo Village Condo Development Traffic Impact Study</i> , June 20, 2019.						

**Stationary Noise Impacts**

Outdoor Gathering Areas

The project would incorporate approximately 30,654 square feet of private and common outdoor gathering areas (i.e. courtyards, balconies, terraces, and decks). The proposed outdoor gathering areas have the potential to be accessed by groups of people intermittently for outdoor events (i.e., social gatherings, lunch, dinner, etc.). Noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking. This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members. Therefore, crowd noise would be approximately 62 dBA at one meter from the source (i.e., at the courtyards, balconies, terraces, and/or decks areas at the project site). Noise has a decay rate due to distance attenuation, which is calculated based on the Inverse Square Law. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source. As a result, crowd noise at the nearest sensitive receptor (a residential property located 15 feet away from the nearest outdoor gathering area) would be 48.8 dBA, which is below the City's 50 dB daytime noise standard for residential properties and similar to the existing noise levels measured in the project area (48.3 dBA to 54.3 dBA, refer to Appendix H). As such, project operational noise associated with outdoor gathering areas would not result in a temporary or permanent increase in ambient noise levels in excess of the City's noise standards. Thus, a less than significant impact would occur in this regard.

Mechanical Equipment

Heating Ventilation and Air Conditioning (HVAC) units would be installed on the roof and exterior sides of the proposed building. Typically, mechanical equipment noise is 55 dBA at 50 feet from the source. As noted above, noise levels



decrease by 6 dBA for each doubling of distance from the source. HVAC units would be located approximately 15 feet from the nearest sensitive receptor (i.e. residences to the north of the project site). As such, noise levels from the HVAC units could reach approximately 65 dBA at the nearest residences to the north without an enclosure or noise attenuation features. The HVAC units would be shielded by a mechanical screen wall in compliance with SGMC Section 130.09 (Noise Caused by Machinery) and a parapet wall which would further attenuate operational noise from the HVAC units. However, the City’s exterior daytime (50 dB) and nighttime (45 dB) noise standards could be exceeded as a result of HVAC units at the project site and may result in a potentially significant impact. Therefore, Mitigation Measure NOI-2 is recommended to ensure noise levels from HVAC units would comply with the City’s noise standards. Compliance with Mitigation Measure NOI-2 would result in a less than significant impact with regard to long-term operational noise from the proposed HVAC units.

Parking Areas

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car passbys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in Table 4.13-7, Typical Noise Levels Generated by Parking Lots. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech.

**Table 4.13-7  
Typical Noise Levels Generated by Parking Lots**

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	63 dBA Leq
Car starting	60 dBA Leq
Car idling	53 dBA Leq

Source: Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

The project would provide 97 parking spaces in a fully enclosed subterranean parking garage and four surface-level parking spaces in the open areas near the entrance to the site. As shown in Table 4.13-7, parking lot noise levels could range between 53 dBA and 63 dBA at 50 feet. The majority of parking lot noise would occur within the subterranean parking garage and would be inaudible at off-site uses. While some outdoor parking lot noise would be generated at the four surface-level spaces, these noise levels would be instantaneous compared to the land use compatibility noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower. In addition, surface parking lot noise occurs in the project vicinity under existing conditions. Therefore, the proposed parking would not result in substantially greater noise levels than currently exist at the project site. Noise associated with parking lot activities is not anticipated to exceed the City’s Noise Standards or the California Land Use Compatibility Standards during operation. Therefore, noise impacts from parking lots would be less than significant.

**Mitigation Measures<sup>1</sup>:**

NOI-1 Prior to Grading Permit issuance, the project Applicant shall demonstrate, to the satisfaction of the San Gabriel Planning Department that the project complies with the following:

<sup>1</sup> Mitigation Measure NOI-1 correlates with Mitigation Measures N1, N2, and N3 in the Mission District Specific Plan Program EIR and Mitigation Measure NOI-2 correlates with Mitigation Measure N7 in the Mission District Specific Plan Program EIR. These mitigation measures have been updated to reflect the latest practices and recommendations.



- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.
- Property owners and occupants located within 200 feet of the project boundary shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posted at the project construction site. All notices and signs shall be reviewed and approved by the City of San Gabriel Community Development Director (or designee), prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.
- The Contractor shall provide evidence that a construction staff member shall be designated as a Noise Disturbance Coordinator and shall be present on-site during construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Community Development Director (or designee). All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.
- Prior to issuance of any Grading or Building Permit, the Project Applicant shall demonstrate to the satisfaction of the Community Development Director (or designee) that construction noise reduction methods shall be used where feasible. These reduction methods include shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools.
- Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- Construction activities shall not take place outside of the allowable hours specified by the City's *Municipal Code* Section 150.003 (7:00 a.m. and 7:00 p.m. on weekdays and 8:00 a.m. and 4:00 p.m. on Saturdays; construction activities are not permitted on Sundays or legal holidays).

NOI-2

Prior to building permit issuance, the project Applicant shall provide written proof, to the satisfaction of the Building Inspector, that the proposed HVAC units are enclosed with a mechanical screen and/or contain other noise reduction features in compliance with SGMC Section 130.09 (Noise Caused by Machinery) that limit HVAC sound levels below the City's most stringent exterior noise standard of 45 dB at the nearest off-site residential property.



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

Less Than Significant Impact.

**CONSTRUCTION**

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

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 inches per second) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The vibration produced by construction equipment, is illustrated in Table 4.13-8, Typical Vibration Levels for Construction Equipment.

**Table 4.13-8  
Typical Vibration Levels for Construction Equipment**

Equipment	Approximate peak particle velocity at 15 feet (inches/second) <sup>1</sup>	Approximate peak particle velocity at 26 feet (inches/second) <sup>1</sup>	Approximate peak particle velocity at 50 feet (inches/second) <sup>1</sup>	Approximate peak particle velocity at 100 feet (inches/second) <sup>1</sup>
Large bulldozer	0.192	0.084	0.031	0.011
Loaded trucks	0.164	0.072	0.027	0.010
Small bulldozer	0.007	0.003	0.001	0.000
Jackhammer	0.075	0.033	0.012	0.004

Notes:

1. Calculated using the following formula:

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance  
 PPV (ref) = the reference vibration level in in/sec from Table 7-4 of the FTA *Transit Noise and Vibration Impact Assessment Manual*  
 D = the distance from the equipment to the receiver

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Groundborne vibration decreases rapidly with distance. As indicated in Table 4.13-8, based on the FTA data, vibration velocities from typical heavy construction equipment operation that would be used during project construction range from 0.007 to 0.192 in/sec peak particle velocity (PPV) at 15 feet from the source of activity. The nearest off-site structure (a residence to the north of the project site) is located approximately 15 feet from proposed construction activities. Therefore, vibration from construction activities experienced at the nearest structure (residence to the north of the project site) would be below the 0.20 inch-per-second PPV significance threshold. Thus, a less than significant impact would occur in this regard.



## OPERATIONS

The project proposes residential uses that would not generate groundborne vibration that could be felt at surrounding uses. The proposed project would not involve railroads or substantial heavy truck operations, and therefore would not result in vibration impacts at surrounding uses. No impact would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.

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

No Impact.

The proposed project is not located within an airport land use plan. There is no public airport, public use airport, or private airstrip located within two miles of the project site. The proposed project would not expose people residing or working in the area to excessive noise levels. No impacts would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.



**4.14 POPULATION AND HOUSING**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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?			✓	

**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)?***

Less Than Significant Impact. A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. The project involves the construction of a four-story residential building encompassing 41 condominium units and a subterranean parking garage, which would be permitted under the Arroyo Residential Multiple-Family Residence (Arroyo Residential MDR-3) zoning for the project site.

The proposed project is not anticipated to induce substantial unplanned population growth in the area, either directly or indirectly. Based on the City’s average household size of 3.18, the project would introduce up to 131 new residents.<sup>1</sup> Given the nature of the proposed use, the condominium development would not generate new jobs, and thus, would not result in indirect population growth from potential employees relocating to the City. Therefore, potential population growth associated with the project would represent only a 0.3 percent increase over the City’s estimated 2019 population of 41,178 persons.<sup>2</sup> As such, although nominal, the project would induce population growth in a local context.

Potential population growth impacts are also assessed based on a project’s consistency with adopted plans that have addressed growth management from a local and regional standpoint. The Southern California Association of Governments (SCAG) growth forecasts estimate the City’s population to reach 46,900 persons by 2040, representing a total increase of 6,800 persons between 2012 and 2040.<sup>3</sup> SCAG’s regional growth projections are based upon long-range development assumptions (i.e., General Plans) of the relevant jurisdiction. The project’s anticipated resident population (131 persons) would represent 0.3 percent of the 2040 population anticipated for the City.

Although the project would result in direct population growth, the proposed project would not induce substantial unplanned population growth exceeding existing local conditions (0.3 percent increase) and/or regional populations projections (0.3 percent of the total projected 2040 population of the City). Additionally, buildout of the project site

<sup>1</sup> California Department of Finance Demographic Research Unit, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2019, with 2010 Benchmark*, Sacramento, California, May 1, 2019.

<sup>2</sup> Ibid.

<sup>3</sup> Southern California Association of Governments, *2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction*, [https://www.scag.ca.gov/Documents/2016\\_2040RTPSCS\\_FinalGrowthForecastbyJurisdiction.pdf](https://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf), accessed May 22, 2019.



under the Arroyo Residential MDR-3 zoning was already contemplated in the Specific Plan, General Plan, and regional growth forecasts. As a result, the project would result in less than significant impacts to unplanned population growth.

**Mitigation Measures:** No mitigation measures are required.

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

Less Than Significant Impact. The northern portion of the project site is currently developed with one single-family residence. Project implementation would demolish the existing residence to construct a 41-unit condominium building. For this reason, project implementation would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. A less than significant impact would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.



**4.15 PUBLIC SERVICES**

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

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?***

Less Than Significant Impact. The San Gabriel Fire Department (SGFD) provides fire protection and paramedic services for the City. Two SGFD fire stations serve the City of San Gabriel, Fire Station 51 at 1303 South Del Mar Avenue and Fire Station 52 at 115 North Del Mar Avenue. Fire Station 51 includes an administration, emergency management services, fire prevention, and training divisions and houses equipment including a battalion vehicle, paramedic engine, rescue ambulance, and an urban search and rescue. Fire Station 52 is housed with a paramedic engine.<sup>1</sup> Fire Station 52 is the closest fire station to the project site, located less than one mile to the northeast of the project site.

**Construction**

Construction activities associated with the proposed project would create a temporarily increased demand for fire protection services at the project site. All construction activities would be subject to compliance with all applicable State and local regulations in place to reduce risk of construction-related fire, such as installation of temporary construction fencing to restrict site access and maintenance of a clean construction site. As a result, project construction would not result in the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, and would not adversely impact service ratios, response times, or other SGFD performance standards. A less than significant impact would occur in this regard.

<sup>1</sup> City of San Gabriel Website, Fire Stations 51 and 52, <https://www.sangabrielcity.com/177/Stations>, accessed May 22, 2019.



## Operation

The proposed project would create an increased demand for fire protection services. However, due to the infill nature of the project, the project would not induce significant population growth and this increase would not result in the need for new or physically altered fire protection facilities; refer to Section 4.14, *Population and Housing*. The proposed project would be required to comply with SGFD and Alhambra Fire Department requirements for emergency access, fire flow, fire protection standards, fire lanes, and other site design/building standards. The proposed project would be required to comply with SGFD requirements for emergency access, turn radii, fire flow, fire protection standards, fire lanes, and other site design/building standards. The project's vehicular bridge would be designed to provide the basic clear width and vertical clearance requirements for fire truck access. The access road, as designed, is wider than the twenty feet clear width requirements and provides a minimum of thirteen feet six inches of vertical clearance; refer to Appendix I, *Traffic Impact Study*. The project would be subject to SGMC Chapter 96, *Fire Prevention and Protection*. SGMC Chapter 96 adopts by reference the 2016 edition of the California Fire Code, which includes site access requirements and fire safety precautions. In addition, pursuant to General Plan Safety Element Action 5.2.2.1, the City of San Gabriel would review the project to ensure incorporation of site design features, fire retardant building materials, and egress systems to reduce the risk of fire. The City would also collect a one-time development impact fee in accordance with SGMC Section 154.004, *Fire Facility Impact Fees*, which is imposed on all new development to help pay its fair share of costs in upgrading the City's fire facilities, as needed. Payment of these fees would help fund the acquisition, design, and construction of new fire facilities and would minimize the project's operational impacts to fire protection services to the greatest extent practicable. Collection of development impact fees and compliance with all SGFD and SGMC provisions would ensure operational impacts concerning fire protection services are less than significant.

**Mitigation Measures:** No mitigation measures are required.

### 2) *Police protection?*

Less Than Significant Impact. The San Gabriel Police Department (SGPD) provides police protection services to the City of San Gabriel and operates from 625 South Del Mar Avenue, approximately 1.2-mile to the southeast of the project site. The City is served by 54 sworn officers and 17 civilian employees.<sup>2</sup> Police services are funded through the City's General Fund, whose revenues are collected from property and sales tax as well as through the collection of one-time development impact fees pursuant to SGMC Section 154.004, *Police Facility Impact Fees*.

## Construction

Construction activities associated with the proposed project would create a temporarily increased demand for police protection services at the project site. However, all construction activities would be subject to compliance with Municipal Chapter 150, Building Regulations. Specifically, Chapter 150 adopts by reference the 2016 California Building Standards Code (CBC). Chapter 33, *Safeguards During Construction*, of the CBC includes emergency access requirements which would minimize site safety hazards and potential construction-related impacts to police services. As a result, project construction would not result in the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, and would not adversely impact service ratios, response times, or other SGPD performance standards. A less than significant impact would occur in this regard.

## Operations

Project operations would increase demands for police protection services above existing conditions. However, this increase would not require the construction of any new or physically altered SGPD facilities. Project implementation

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<sup>2</sup> City of San Gabriel, *San Gabriel Police Department*, <https://www.sangabrielcity.com/679/San-Gabriel-Police-Department>, accessed June 1, 2019.



would be subject to compliance with applicable local regulations to reduce impacts to police protection services, such as SGMC Chapter 150, *Building Regulations*. Specifically, SGMC Chapter 150 adopts by reference the CBC, which includes emergency access requirements which would minimize site safety hazards and potential operational impacts to police services. Ongoing property and sales taxes generated during project operations would contribute to the City's General Fund to offset impacts to police protection services. In addition, the City would collect a one-time development impact fee in accordance with SGMC Section 154.003, *Police Facility Impact Fees*, which would offset the project's fair share of costs to fund future acquisitions, design, construction, and financing of new police facilities. Payment of the police facility impact fees would minimize the project's operational impacts on police services to the greatest extent practicable. As a result, the project would not result in the need for additional police protection facilities, the construction of which could cause significant environmental impacts, and would not adversely impact service ratios, response times, or other SGPD performance standards. Following compliance with SGMC requirements, the project's operational impacts to police services would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### 3) Schools?

Less Than Significant Impact. The project site is served by San Gabriel Unified School District (SGUSD), which operates five elementary schools, one middle school, and two high schools, providing educational services for 5,679 students in grades kindergarten through 12.<sup>3</sup> The closest SGUSD schools are Coolidge Elementary School, located approximately 0.8-mile to the north, and Del Mar High School, located approximately 0.9-mile to the east. As indicated in Section 4-14, the project includes the development of 41 residential condominium units, which could generate additional students within the project area. Although the project would result in an increased demand for SGUSD school services, the project would be required to comply with Senate Bill (SB) 50 requirements, which allow school districts to collect impact fees from developers of new residential projects. According to Section 65996 of the California Government Code, payment of statutory fees is considered full mitigation for new development projects. Thus, upon payment of required fees by the project applicant consistent with existing State requirements, impacts in this regard would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### 4) Parks?

Less Than Significant Impact. The City of San Gabriel currently operates and maintains eight parks within the City totaling approximately 22 acres. The nearest park to the project site is Plaza Park, located approximately 0.35-mile southeast of the site at 428 South Mission Drive.

As noted in Section 2.0, Project Description, the project proposes a four-story residential building encompassing 41 condominium units totaling approximately 55,000 square feet with a 36,000 square foot underground parking garage. In addition, the project would incorporate approximately 30,654 square feet of private and common residential open space, including covered and uncovered courtyards, balconies, terraces, and decks. The proposed project would not involve the provision of new or physically altered park facilities. Based on SGMC Section 154.001, *Open Space and Recreation Impact Fees*, the General Plan identifies a target of 4.0 acres for every 1,000 residents. In order to meet this target, an open space and recreation impact fee was established and is imposed upon all new residential development. Therefore, the project would be subject to payment of this development impact fee to offset project impacts and to fund future acquisition, expansion, and development of park, recreational, and open space facilities, as

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<sup>3</sup> California Department of Education, *2018-19 Enrollment by Ethnicity and Grade San Gabriel Unified District Report (19-75291)*, <https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=1975291&aggllevel=district&year=2018-19>, accessed June 1, 2019.



needed. Payment of development impact fees would ensure the project's operational impacts related to parks and recreational services are reduced to less than significant levels.

**Mitigation Measures:** No mitigation measures are required.

**5) Other public facilities?**

Less Than Significant Impact. Project implementation may result in additional maintenance of public facilities, such as libraries. The San Gabriel Library is located at 500 South Del Mar Avenue approximately 0.8-mile southeast of the project site and is part of the larger County of Los Angeles Public Library system. The library is approximately 13,718 square feet with a children's area, teen space, 16 public-use computers, and a meeting room.<sup>4</sup> Project implementation may increase demand for library services; however, future project residents would have access to all collection items in the Los Angeles Public Library system in addition to those housed at the San Gabriel Library via inter-library loaning and online collections available 24 hours a day. In addition, payment of development impact fees would further offset impacts for library services and reduce project's impacts to less than significant levels.

**Mitigation Measures:** No mitigation measures are required.

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<sup>4</sup> County of Los Angeles Public Library, *San Gabriel Library*, <http://www.colapublib.org/libs/sangabriel/>, accessed June 1, 2019.



**4.16 RECREATION**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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?			✓	

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

Less Than Significant Impact. Refer to Response 4.15(a)(4).

**Mitigation Measures:** No mitigation measures are required.

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

Less Than Significant Impact. Refer to Response 4.15(a)(4).

**Mitigation Measures:** No mitigation measures are required.



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**4.17 TRANSPORTATION**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			✓	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? <sup>1</sup>				✓
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
d. Result in inadequate emergency access?			✓	

This section is primarily based upon the *Traffic Impact Study Arroyo Village Condo Development, 235 Arroyo Drive, San Gabriel, California* (Traffic Impact Study), prepared by Traffic Design, Inc. (dated June 20, 2019); refer to [Appendix J, Traffic Impact Study](#).

The purpose of the Traffic Impact Study is to evaluate potential project impacts related to transportation near the project site. The evaluation considers impacts on local intersections. The following analysis scenarios are evaluated in this section:

- Existing Conditions (2019);
- Opening Year (2021) Plus Ambient Conditions;
- Opening Year (2021) Plus Ambient, Plus Cumulative Without Project; and
- Opening Year (2021) Plus Ambient, Plus Cumulative With Project.

The Traffic Impact Study is based on the City of San Gabriel's traffic study requirements and is consistent with the Congestion Management Program for Los Angeles County.

**STUDY AREA**

Access to the project site is provided by local streets, including Arroyo Drive to Carillo Drive or Santa Anita Street. Regional access to the site is provided by a large network of City streets. Major north-south access is provided by Mission Drive while major east-west access is provided by Santa Anita Street and Mission Road. The following is a brief description of these roadways:

<sup>1</sup> While this Appendix G Checklist Question has been modified by the Natural Resources Agency to address consistency with CEQA Guidelines section 15064.3, subdivision (b), which relates to use of the vehicle miles traveled (VMT) as the methodology for evaluating traffic impact, the City has not yet adopted a VMT methodology to address this updated Appendix G Checklist Question. Thus, the analysis is based on the City's adopted traffic analysis methodology, which requires use of level of service to evaluate traffic impacts of a project.

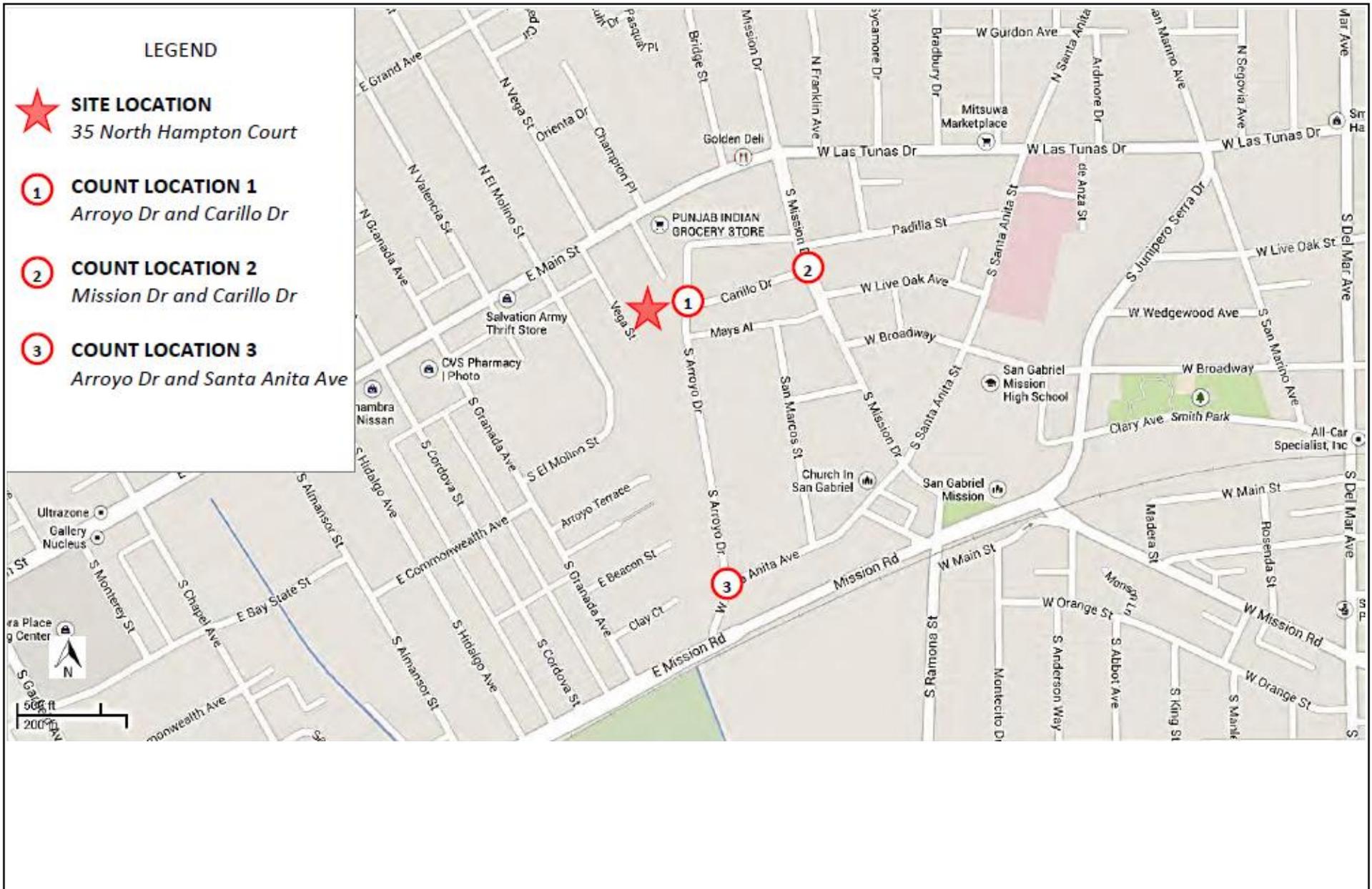


- Mission Drive. Mission Drive is a north-south secondary arterial with two lanes of travel in each direction near Carillo Drive. No on-street parking is permitted North of Broadway on either side of the street. There is a raised center median on Mission Drive limiting access to side streets. Angled parking is provided on Mission Drive between Broadway and Santa Anita Street and the road narrows to one lane in each direction.
- Santa Anita Street. Santa Anita Street is considered an east-west limited secondary arterial with one lane in each direction. At Arroyo Drive, Santa Anita Street is 40 feet wide with two-hour parking on both sides of the street. Santa Anita Street has a posted speed limit of 25 miles per hour (mph). Existing uses along the roadway include commercial, industrial, and multi-family residences.
- Arroyo Drive. Arroyo Drive is a north-south local street that carries one lane in each direction with no center stripe. The street extends between Padilla Street on the north and Santa Anita Street on the south. The intersection of Arroyo Drive and Santa Anita Street is controlled by a stop sign placed on Arroyo Drive. There is heavy on-street parking on Arroyo Drive near Santa Anita Street. At the project's driveway, Arroyo Drive is 34 feet wide with parking on both sides. Existing uses along the street include apartments, multi-unit detached and single-family houses. Arroyo Drive has a speed limit of 25 mph.
- Carillo Drive. Carillo Drive is a 36-foot wide local east-west street connecting Mission Drive on the east with Arroyo Drive on the west. The street provides one lane of travel in each direction. The intersection of Carillo Drive and Mission Drive is controlled by a stop sign placed on Carillo Drive. There is a raised median on Mission Drive which prevents traffic from entering into Carillo Drive from the northbound direction. Parking is allowed on both sides of the street. Existing uses along Carillo Drive include apartments and single- and multi-family residences.
- Mays Alley. Mays Alley lies opposite the proposed project's driveway. The alley is approximately 24 feet wide with access to the garages of apartments and other housing units along the alley. Parking is prohibited in the alley.

The Traffic Impact Study identified the following three key intersections to analyze the performance of the project area's circulation system under existing and future traffic conditions with and without the project; refer to Exhibit 4.17-1, Study Area Intersections.

1. Arroyo Drive and Carillo Drive
2. Mission Drive and Carillo Drive
3. Arroyo Drive and Santa Anita Street

Existing traffic counts were taken at these three intersections in May 2019. A field investigation was also conducted to identify existing lane configuration and traffic control information. Traffic Impact Study Figure D, *Existing Intersection Lane Configuration*, illustrates existing lane configurations and Traffic Impact Study Figure E, *Existing 2019 AM and PM Peak Hours Volumes at Key Intersections*, shows existing traffic volumes during the morning and evening peak hours.



Source: Traffic Design Inc., Traffic Impact Study, Arroyo Village Condo Development, 235 Arroyo Drive, San Gabriel, California, June 20, 2019

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION  
ARROYO VILLAGE RESIDENTIAL CONDOMINIUM PROJECT

## Study Area Intersections



**LEVEL OF SERVICE CRITERIA**

The Traffic Impact Study utilized the *2010 Highway Capacity Manual* (HCM) operational delay method to conduct intersection Level of Service (LOS) calculations. In this analysis, Synchro software was used to conduct the required LOS calculations in a format compatible with City requirements. The HCM defines level of service as a qualitative measure, which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted. The HCM methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. Table 4.17-1, *Level of Service Criteria*, shows each LOS letter value and resulting LOS.

**Table 4.17-1  
Level of Service Criteria**

Level of Service	Two-Way or All-Way Stop Controlled Intersection Average Delay per Vehicle (seconds)	Signalized Intersection Average Delay per Vehicle (seconds)
A	0-10	≤ 10
B	> 10-15	> 10-20
C	> 15-25	> 20-35
D	> 25-35	> 35-55
E	> 35-50	> 55-80
F	> 50	> 80 or a V/C ratio equal or greater than 1.0

Notes: V/C = volume-to-capacity  
 Source: Traffic Design Inc., *Traffic Impact Study Arroyo Village Condo Development, 235 Arroyo Drive, San Gabriel, California, June 20, 2019*; refer to Appendix I.

**TRAFFIC IMPACT CRITERIA AND THRESHOLDS**

In accordance with the City’s standard threshold criteria, a proposed project would normally have a “significant impact” on intersection capacity if the project traffic causes an increase in the volume-to-capacity (V/C) ratio at an intersection as detailed in Table 4.17-2, *Traffic Impact Thresholds*.

**Table 4.17-2  
Traffic Impact Thresholds**

Level of Service	Volume/Capacity Ratio	Project-Related Increase in V/C Ratio
A, B	0.600 – 0.700	≥ 0.06
C	7.000 – 0.800	≥ 0.04
D	8.000 – 0.900	≥ 0.02
E, F	≥ 0.900	≥ 0.01

Source: Traffic Design Inc., *Traffic Impact Study Arroyo Village Condo Development, 235 Arroyo Drive, San Gabriel, California, June 20, 2019*; refer to Appendix I.

**EXISTING CONDITIONS**

**Existing Intersections Level of Service**

Existing intersection LOS calculations are based upon morning and evening peak hour turning movement counts on a typical weekday. Table 4.17-3, *Existing Conditions (2019) Level of Service*, presents existing LOS conditions during a



typical weekday. Based on the results of this analysis, all of the study intersections currently operate at acceptable levels of service during peak hours.

**Table 4.17-3  
Existing Conditions (2019) Level of Service**

Intersection	Peak Hour	Existing Conditions		
		LOS	Average Delay <sup>1</sup>	V/C
1. Arroyo Drive at Carillo Drive	AM	A	9.0	0.133
	PM	A	8.9	0.134
2. Mission Drive at Carillo Drive	AM	A	9.6	0.192
	PM	B	10.1	0.244
3. Arroyo Drive at Santa Anita Street	AM	B	12.2	0.385
	PM	B	11.3	0.445
Notes:				
1. Average delay is in seconds per vehicle and accounts for the delay of the worst movement.				
Source: Traffic Design Inc., <i>Traffic Impact Study Arroyo Village Condo Development</i> , 235 Arroyo Drive, San Gabriel, California, June 20, 2019; refer to <a href="#">Appendix I</a> .				

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

Less Than Significant Impact.

**Roadway**

In order to accurately assess traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates for the project are based on nationally recognized recommendations contained within the Institution of Transportation Engineers (ITE) *Trip Generation Manual, 9th edition*. ITE *Trip Generation Manual, 10th Edition* does not provide trip generation rates for Residential Condominium/Townhouses land uses. As such, the rates provided for ITE Land Use Code 230: Residential Condominiums/Townhouses in the 9th Edition are deemed appropriate for this project. As shown in [Table 4.17-4, Project Trip Generation](#), the proposed project would generate approximately 238 daily trips with 18 trips during the a.m. peak hour (3 entering and 15 exiting) and 21 trips during the p.m. peak hour (14 entering and 7 exiting).

**Table 4.17-4  
Project Trip Generation**

Trip Generation Rate								
ITE Land Use Code	Buildout	Daily Total	AM Peak Hour		PM Peak Hour			
			Total	Percent In/Out	Total	Percent In/Out		
230	41 units	5.81	0.44	17/83	0.52	67/33		
Project Trip Generation								
ITE Land Use Code	Buildout	Daily Total	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
230	41 units	238	18	3	15	21	14	7

Arrival and departure distribution patterns for project-generated traffic were derived based on geographic location of the project to main arterials, location to major attractors and local roadway traffic patterns. Distribution patterns were then applied to the trip generation estimates to develop peak hour assignments of project-generated traffic to the



circulation network within the study area; refer to Traffic Impact Study Figure J, *Regional Trip Distribution Percentages of Project Traffic*, and Figure K, *Project AM and PM Peak Hour Traffic at Key Intersections*.

**Future Traffic Conditions**

*Opening Year 2021 Plus Ambient Traffic Conditions*

A one percent per year annual growth rate was applied to existing traffic volumes to create a 2021 base condition. The annual growth rate is intended to account for the typical increases in traffic volumes within the study area from any future development not accounted for in the list of related projects that may add traffic to the local area in addition to project traffic and specifically known projects. Table 4.17-5, *Opening Year 2021 LOS Summary*, summarizes opening year (2021) traffic conditions with ambient traffic growth. As shown, the study area intersections would continue to operate at LOS A and B during peak hours under opening year plus ambient traffic conditions.

**Table 4.17-5  
Opening Year 2021 LOS Summary**

Intersection	Peak Hour	Opening Year 2021 (Existing + Ambient Growth)		
		LOS	Average Delay <sup>1</sup>	V/C
1. Arroyo Drive at Carillo Drive	AM	A	9.0	0.133
	PM	A	8.9	0.134
2. Mission Drive at Carillo Drive	AM	A	9.6	0.194
	PM	B	10.1	0.247
3. Arroyo Drive at Santa Anita Street	AM	B	12.3	0.387
	PM	B	11.4	0.451
Notes:				
1. Average delay is in seconds per vehicle and accounts for the delay of the worst movement.				
Source: Traffic Design Inc., <i>Traffic Impact Study Arroyo Village Condo Development, 235 Arroyo Drive, San Gabriel, California</i> , June 20, 2019; refer to <u>Appendix I</u> .				

*Opening Year 2021 Plus Ambient, Plus Cumulative Without Project Conditions*

The Traffic Impact Study identifies seven related projects that were included in the cumulative traffic analysis. The cumulative development projects included in this analysis are assumed to contribute traffic to at least one or more of the study area intersections. Traffic Impact Study Table 6, *Related Project List and Trip Generation*, and Traffic Impact Study Figure G, *Related Project Locations*, identifies the seven related projects and the trips generated by each project. As shown, the cumulative development projects would generate approximately 25,970 daily weekday trips with 956 during the a.m. peak hour and 2,522 trips during the p.m. peak hour. A portion of these trips were assumed to utilize roadways surrounding the project site. Traffic Impact Study Figure H, *Related Project AM and PM Peak Hour Traffic at Key Intersections*, shows the estimated volume at each of the study intersections due to these related projects.

Table 4.17-6, *Opening Year 2021 Plus Related Projects LOS Summary*, presents a summary of intersection LOS for opening year 2021 cumulative conditions without the proposed project for a.m. and p.m. weekday conditions. As shown, all study area intersections would continue to operate at acceptable LOS A and B.



**Table 4.17-6**  
**Opening Year 2021 Plus Related Projects LOS Summary**

Intersection	Peak Hour	Opening Year 2021 (Existing + Ambient Growth)			Opening Year 2021 (Existing + Ambient Growth + Related Projects)		
		LOS	Average Delay <sup>1</sup>	V/C	LOS	Average Delay <sup>1</sup>	V/C
1. Arroyo Drive at Carillo Drive	AM	A	9.0	0.133	A	9.1	0.133
	PM	A	8.9	0.134	A	9.0	0.138
2. Mission Drive at Carillo Drive	AM	A	9.6	0.194	A	10.0	0.213
	PM	B	10.1	0.247	B	10.7	0.281
3. Arroyo Drive at Santa Anita Street	AM	B	12.3	0.387	B	12.4	0.392
	PM	B	11.4	0.451	B	11.5	0.464
Notes:							
1. Average delay is in seconds per vehicle and accounts for the delay of the worst movement.							
Source: Traffic Design Inc., <i>Traffic Impact Study Arroyo Village Condo Development, 235 Arroyo Drive, San Gabriel, California, June 20, 2019</i> ; refer to <a href="#">Appendix I</a> .							

*Opening Year 2021 Plus Ambient, Plus Cumulative With Project Conditions*

Table 4.17-7, *Opening Year 2021 With Project LOS Summary*, presents a summary of intersection LOS for opening year 2021 cumulative conditions with ambient traffic growth, cumulative projects, and the proposed project for a.m. and p.m. weekday conditions. As shown, all study area intersections would continue to operate at acceptable LOS A and B. Therefore, the proposed project would result in a less than significant impact to the study area circulation system.

**Table 4.17-7**  
**Opening Year 2021 With Project LOS Summary**

Intersection	Peak Hour	Opening Year 2021 (Existing + Ambient Growth + Related Projects)			Opening Year 2021 (Existing + Ambient Growth + Related Projects + Proposed Project)		
		LOS	Average Delay <sup>1</sup>	V/C	LOS	Average Delay <sup>1</sup>	V/C
1. Arroyo Drive at Carillo Drive	AM	A	9.1	0.133	A	9.1	0.133
	PM	A	9.0	0.138	A	9.1	0.138
2. Mission Drive at Carillo Drive	AM	A	10.0	0.213	A	10.0	0.214
	PM	B	10.7	0.281	B	10.8	0.283
3. Arroyo Drive at Santa Anita Street	AM	B	12.4	0.392	B	13.1	0.409
	PM	B	11.5	0.464	B	12.2	0.469
Notes:							
1. Average delay is in seconds per vehicle and accounts for the delay of the worst movement.							
Source: Traffic Design Inc., <i>Traffic Impact Study Arroyo Village Condo Development, 235 Arroyo Drive, San Gabriel, California, June 20, 2019</i> ; refer to <a href="#">Appendix I</a> .							

It should be noted that the three study area intersections analyzed are stop-control and unsignalized. The significant impact threshold based on V/C is primarily applicable to signalized intersections. Therefore, the V/C ratio for an unsignalized intersection may not accurately reflect the performance of the stop-control operation of traffic flow. As such, for unsignalized intersections, the following thresholds are generally accepted throughout the region and has been utilized in other traffic studies within the City of San Gabriel:



“A significant impact is defined to occur at an unsignalized study intersection if the proposed project is forecast to result in one or more of the following criteria:

- Causes or worsens unacceptable Level of Service E or F; and
- A traffic signal is warranted based on the California Manual on Uniform Traffic Control Devices (CA-MUTCD) peak hour volume warrant.”

Based on the LOS B or better performance for all three study area intersections under opening year 2021 conditions with the proposed project (as shown in [Table 4.17-7](#)), the proposed project would not have significant impacts at any of the three unsignalized intersections. As such, impacts would be less than significant.

### Transit, Bicycle, and Pedestrian Facilities

The project site is located near a variety of existing and proposed alternative transportation facilities. General Plan Figure 3-6, *Transit and Bicycle Facilities*, identifies multiple Metro bus routes and stops along Main Street/Las Tunas Drive and South Mission Drive. Pedestrian sidewalks are also provided along South Arroyo Drive and all neighboring roadways.

No existing bicycle routes are in the project vicinity; however, General Plan Figure 3-6, *Transit and Bicycle Facilities*, identifies a potential bike route along South Arroyo Drive and the Alhambra Wash. Additionally, the *San Gabriel Valley Regional Bicycle Master Plan* Figure 6-10, *San Gabriel Recommended Bikeway Network*, identifies a proposed Class II bike lane along Main Street/Las Tunas Drive and proposed Class III bike lane along Mission Drive.<sup>2</sup>

Development of the project would not conflict with existing and planned transit, bicycle, and pedestrian facilities. The project would construct a pedestrian walkway adjacent to the proposed vehicular bridge across the Alhambra Wash, which would connect the project site to existing sidewalks along Arroyo Drive. Existing transit stops and planned bike routes/lanes would not be impacted by project development. As such, the project would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

**Mitigation Measures:** No mitigation measures are required.

- b) *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?***

No Impact. There are no intersections identified under the Los Angeles County Metropolitan Transportation Agency’s 2010 *Congestion Management Program* (CMP) as CMP locations in the project vicinity. The nearest CMP monitored intersections are Rosemead Boulevard at Las Tunas Drive, and Rosemead Boulevard at Valley Boulevard.<sup>3</sup> Thus, the project site is not subject to the CMP and no impact would occur.

**Mitigation Measures:** No mitigation measures are required.

- c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Less Than Significant Impact with Mitigation Incorporated. The proposed project would involve installing a prefabricated vehicular bridge and pedestrian walkway across the Alhambra Wash as the project’s main access road.

<sup>2</sup> Alta Planning + Design, *San Gabriel Valley Regional Bicycle Master Plan*, Figure 6-10, *San Gabriel Recommended Bikeway Network*, page 171, November 2014.

<sup>3</sup> Los Angeles County Metropolitan Transportation Authority, *2010 Congestion Management Program*, 2010.



The bridge would span 50 feet skewed over the Alhambra Wash with a 37.5-foot skew clear inside the Alhambra Wash and would be elevated 13.25 feet over the lowest point of the Alhambra Wash. The bridge is constructed of seven precast sections with a five-foot inch concrete slab topping for the pavement. A six-foot minimum clearance from the top of the side of the Alhambra Wash would be maintained. As designed, the access road would provide adequate width and vertical clearance and turning radius for fire truck access. Additionally, fire lanes would be indicated with appropriate signage, pavement markings, and curb painting. Overall, the design of the vehicular bridge and pedestrian walkway would adhere to the San Gabriel Fire Department (SGFD) requirements and would not increase hazards due to a geometric design feature. No incompatible uses, such as farm equipment, would be introduced to the project area. Impacts in this regard would be less than significant.

The project has the potential to result in safety hazards during the short-term construction process. Although roadways in the project vicinity, such as South Arroyo Drive, would remain open to traffic at all times, partial road closures may be required during materials delivery. During periods when partial road closures are required, the Applicant would be required to implement a temporary Traffic Management Plan (TMP) to minimize congestion and safety impacts during the construction process. The TMP would include potential measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use, among others. The TMP would provide congestion relief during short-term construction activities and ensure safe travel. Thus, with implementation of Mitigation Measure TR-1, impacts would be less than significant.

**Mitigation Measures:**

TRA-1 Prior to the initiation of construction, the project Applicant shall prepare a Traffic Management Plan (TMP) for approval by the City of San Gabriel Traffic Engineer. The TMP shall include measures to minimize potential safety impacts during the short-term construction process, when partial lane closures would be required, and shall specify that one direction of travel in each direction plus the turn lane must always be maintained throughout project construction. It shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use. The TMP shall be incorporated into project specifications for verification prior to final plan approval.

**d) Result in inadequate emergency access?**

Less Than Significant Impact. According to the General Plan, the City's *Multi-Hazard Functional Plan* establishes tactics to address local and regional hazards. Since 1989, the City has operated an Emergency Operation Center (EOC) located at 1303 South Del Mar Avenue to function as the central command post in the event of a disaster.

The project site would have one public access driveway via a vehicular and pedestrian bridge across the Alhambra Wash from South Arroyo Drive and an emergency access driveway along Hampton Court. All ingress/egress points would be subject to the City's site access and circulation requirements identified in SGMC Chapter 100. Additionally, the proposed access roads would be reviewed by the SGFD to ensure adequate fire truck access (e.g., lane width, vertical clearance, and turn radius). Further, all construction staging would occur within the boundaries of the project site. As a result, project implementation would not interfere with the circulation of nearby roadways or implementation of the *Multi-Hazard Functional Plan*. Impacts would be less than significant in this regard.

**Mitigation Measures:** No mitigation measures are required.



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## 4.18 TRIBAL CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				✓
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓		

This section is primarily based upon the *Arroyo Village Residential Condominium Project Phase I Cultural Resources Assessment* (Cultural Resources Assessment), prepared by Rincon Consultants, Inc. (dated June 2019); refer to Appendix D, Cultural Resources Assessment.

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to “begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project.” Section 21074 of AB 52 also defines a new category of resources under CEQA called “tribal cultural resources.” Tribal cultural resources are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and are either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this Initial Study.



- a) ***Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***
- 1) ***Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?***

No Impact. As analyzed in Response 4.5(a), the two built environment properties identified within the project area over 45 years of age include a segment of the Alhambra Wash and 235 South Arroyo Drive. Both properties were found ineligible for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local designation. As such, development of the proposed project would not adversely impact any resources listed or eligible for listing in the CRHR or in a local register of historical resources per Public Resources Code Section 5020.1(k). No impact to historic tribal cultural resources would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.

- 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Less Than Significant Impact With Mitigation Incorporated. The project would require demolishing one single-family residence and grading the site for construction of the condominium development. Although the project area is located in an urbanized environment, previously undiscovered or unknown tribal cultural resources could potentially be affected during ground-disturbing activities (i.e., grading and excavation). As detailed in the Cultural Resources Assessment, the project site is located in the traditional territory of the Native American group known as the Gabrielino, Tongva, or Kizh. In compliance with AB 52, the City sent notification letters to the Gabrieleno/Tongva San Gabriel Band of Mission Indians and the Gabrieleno Band of Mission Indians – Kizh Nation regarding the proposed project on May 9, 2019. The Gabrieleno Band of Mission Indians – Kizh Nation responded, and the City consulted with the tribal representative on July 23, 2019. Based on consultation with the Gabrieleno Band of Mission Indians – Kizh Nation, the project site is located within the Village of Toviscagna and near traditional trade routes and sacred waterways (Alhambra Wash). Therefore, the project's proposed ground disturbance activities could uncover previously undiscovered tribal cultural resources. Based on the region's sensitivity with the Gabrieleno Band of Mission Indians - Kizh Nation, implementation of Mitigation Measures CUL-1 through CUL-3 and TCR-1 through TCR-5 would be required. These measures would ensure a Native American monitor is present on-site during all ground-disturbing activities and the measures detail required procedures should any found resources be identified as Native American. Refer to Section 4.5, Cultural Resources, for the full text of Measures CUL-1 through CUL-3. Following implementation of Mitigation Measures CUL-1 through CUL-3 and TCR-1 through TCR-5, impacts to tribal cultural resources would be less than significant.

**Mitigation Measures:** In addition to Mitigation Measures CUL-1 through CUL-3 in Section 4.5, Cultural Resources, the following mitigation measures apply:

- TCR-1 **Unanticipated Discovery of Tribal Cultural Resources.** Upon discovery of any archaeological resources, all construction activities shall cease in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and Tribal monitor/consultant approved by the Gabrieleno Band of Mission Indians – Kizh Nation. If the resources are Native American in origin, the Gabrieleno Band of Mission Indians – Kizh Nation shall coordinate with the landowner regarding treatment and curation of the resource(s). Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place



(CEQA Guidelines Section 15064.5(f)). If a resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource,” time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, shall be made available. The treatment plan established for the resource(s) shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

TCR-2 **Unanticipated Discovery of Human Remains and Associated Funerary Objects.** Native American human remains are defined in Public Resources Code Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. California Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the County Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and Public Resources Code Section 5097.98 shall be followed.

TCR-3 **Resource Assessment and Continuation of Work Protocol.** Upon discovery of any human remains or associated funerary objects, the Tribal and/or archaeological monitor shall immediately divert work at a minimum of 150 feet and place an exclusion zone around the burial. The Tribal monitor/consultant shall notify the Tribe, the qualified archaeologist, and the construction manager, who shall call the County Coroner. Work shall continue to be diverted while the County Coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by State law who will then appoint a Most Likely Descendent (MLD).

TCR-4 **Kizh-Gabrieleno Procedures for Burials and Funerary Remains.** If the Gabrieleno Band of Mission Indians – Kizh Nation is designated the Most Likely Descendent (MLD), the following treatment measures shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal traditions included, but were not limited to, the burial of 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.

Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside of working hours. The Tribe will make



every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials should be removed. The Tribe shall work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations shall either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities shall be submitted to the Tribe and the Native American Heritage Commission (NAHC). The Tribe does not authorize any scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on-site if possible. These items shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at the site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

TCR-5 **Professional Standards.** Archaeological and Native American monitoring and excavation during construction activities shall be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.



#### 4.19 UTILITIES AND SERVICE SYSTEMS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, or 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?			✓	

The sewer analysis contained herein is based in part on the *Sewer Capacity Study 235 S. Arroyo Drive San Gabriel, CA* (Sewer Capacity Study) prepared by Yefim "Jeff" Tsalyuk (June 2, 2016); refer to Appendix J, Sewer Capacity Study.

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

**Less Than Significant Impact.**

**Water**

The project site is served by the San Gabriel County Water District (SGCWD). The proposed project would install a four-inch iron pipeline (IP) water lateral and four-inch fire service lateral within the proposed vehicular bridge and pedestrian walkway to connect to an existing SGCWD-owned water mainline aligned within South Arroyo Drive. Payment of SGCWD development fees and connection fees would fund improvements and upgrades to the water distribution network, as needed. Further, the project would require a "Will Serve" letter from the SGCWD to ensure a sufficient water supply would be available to serve the project. Based on the project's limited scope, it is not anticipated that project implementation would require construction of new or the expansion of existing water facilities. Less than significant impacts would occur in this regard.



## Wastewater Treatment

According to the Sewer Capacity Study prepared for 235 South Arroyo Drive, the proposed project is anticipated to generate approximately 25,625 gallons of wastewater per day (gpd). The project proposes to construct an eight-inch vitrified clay pipeline (VCP) sewer line that would be installed within the proposed vehicular bridge and pedestrian walkway to connect to an existing 10-inch sewer mainline aligned within South Arroyo Drive. Wastewater generated in the City of San Gabriel is treated by either the Sanitation Districts of Los Angeles County (Districts) Whittier Narrows Water Reclamation Plant (WRP) located near the City of South El Monte, the Los Coyotes WRP located in the City of Cerritos, or the San Jose Creek WRP located adjacent to the City of Industry. The Whittier Narrows WRP has a capacity of 15 million gallons per day (mgd) and currently processes an average recycled water flow of 9.1 mgd; the Los Coyotes WRP has a capacity of 35.7 mgd and currently process an average flow of 21.7 mgd; and the San Jose Creek WRP has a capacity of 100 MGD and currently processes an average flow of 63.3 mgd. All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to and treated at the Joint Water Pollution Control Plant in the City of Carson. The Joint Water Pollution Control Plant has a capacity of 400 mgd and currently processes an average flow of 261.1 mgd.<sup>1</sup>

Based on City requirements, sewer lines between 6- to 18-inches in diameter are considered at capacity when flowing half-full. Total sewage flow to 10-inch sewer mainline aligned within South Arroyo Drive would be approximately 224 gallons per minute (0.50 cubic feet per second [cfs]). Based on the Sewer Capacity Study, the total flow in the South Arroyo Drive sewer line including the proposed additional flow (0.50 cfs) would be less than the available capacity of the existing sewer line flowing half-full (0.68 cfs). SGMC Section 154.002, *Sanitary Sewer Impact Fee*, imposes a development impact fee on all new development in the City to fund a project's fair share of costs to upgrade the City's sewer system. Additionally, the proposed project would be required to pay sewer connection fees and ongoing user fees. Payment of these fees would fund improvements and upgrades to the City's sewer lines, as needed, and would offset the project's increase in demand for wastewater collection services. Thus, development of the project would have a less than significant impact on wastewater collection facilities.

## Stormwater

The project's proposed drainage pattern would be separated into two main areas: the area west of Alhambra Wash and the area east of Alhambra Wash; refer to [Section 4.10, \*Hydrology and Water Quality\*](#). Area drains and catch basins would be installed to collect runoff from the area west of Alhambra Wash. Runoff from areas east of Alhambra Wash would be collected via trench drains and catch basins. All catch basins would be fitted with grate inlet skimmer boxes and downspout filters, open-curb catch basins would be fitted with a curb inlet basket systems, and filters would be installed on all trench drains for pre-treatment. After pre-treatment, runoff would directly drain into an infiltration trench located at the entrance area at Arroyo Drive or the project driveway area. Overflow would directly discharge to Alhambra Wash via gravity.

The project's potential environmental effects for construction of the abovementioned stormwater drainage improvements are analyzed in this Initial Study. Construction of the new storm drain improvements would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations, as well as the specific mitigation measures in this Initial Study. Compliance with the relevant laws, ordinances, and regulations, as well as the specified mitigation measures, would ensure the project's construction-related environmental impacts associated with the proposed storm drain improvements are reduced to less than significant levels.

<sup>1</sup> Written Correspondence: Adriana Raza, Customer Service Specialist, Sanitation Districts of Los Angeles County, July 7, 2019.



## Dry Utilities

The project would result in the construction of new private on-site dry utilities associated with natural gas and electricity. The project's potential environmental effects for construction are analyzed throughout this Initial Study. Construction of the project's dry utilities would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations, as well as the specific mitigation measures throughout this Initial Study. Compliance with the relevant laws, ordinances, and regulations, as well as the specified mitigation measures, would ensure the project's construction-related environmental impacts are reduced to less than significant levels.

**Mitigation Measures:** No mitigation measures are required.

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

**Less Than Significant Impact.** The San Gabriel County Water District (SGCWD) is the water service provider for the City of San Gabriel (in whole), City of Rosemead, City of Temple City, and parts of unincorporated Los Angeles County. According to the SGCWD's *2015 Urban Water Management Plan (2015 UWMP)*, SGCWD receives its water primarily from groundwater supplies with emergency water supply available from purchased/imported water.<sup>2</sup> SGCWD has adjudicated water rights from Raymond Basin and Main Basin.

The 2015 UWMP stated that existing and planned groundwater supplies from Main Basin and Raymond Basin would meet SGCWD's projected water demand through 2040; refer to the 2015 UWMP Table 4-2, *Retail: Demands for Potable and Raw Water – Projected*, and Table 6-9, *Retail: Water Supplies – Projected*. According to the 2015 UWMP, SGCWD water supplies are anticipated to equal demands for normal year, dry year, and multiple dry year conditions through planning year 2040.

SGCWD's actual 2015 water demand was determined to be approximately 118 gallons per capita per day (gpcd). As concluded in Section 4.14, *Population and Housing*, development of the project would introduce approximately 131 new residents. Based on the 118 gpcd water demand rate, the project's residents would generate a demand of approximately 15,458 gpd. It should be noted this is a conservative estimate assuming that the project-generated employees and residents do not already live in the City of San Gabriel. Based on the 2015 UWMP, there is adequate water supply to meet the needs of the project. The project's anticipated water demand of 15,458 gpd, or 17.31 acre-feet per year (afy), would represent less than one percent of SGCWD's water supplies under normal, dry, and multiple dry year conditions through planning year 2040; refer to 2015 UWMP Table 7-2, *Retail: Normal Year Supply and Demand Comparison*, Table 7-3, *Retail: Single Year Dry Year Supply and Demand Comparison*, and Table 7-4, *Retail: Multiple Dry Years Supply and Demand Comparison*. As such, the project would have adequate water supplies available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years.

Further, the project would be subject to conformance with all applicable Federal, State, and local regulations related to water demand. The project would be designed such that it fully conforms with the regulations for water efficiency identified in the California Building Standards Code (California Code of Regulations, Title 24), Part 5, *California Plumbing Code*; and Part 11, *California Green Building Standards Code*. As stated in Response 4.19(a), the project would require a "Will Serve" letter from the SGCWD to ensure a sufficient water supply would be available to serve the project. Impacts in this regard would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

<sup>2</sup> San Gabriel County Water District, *2015 Urban Water Management Plan*, May 2016.



- 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?**

**Less Than Significant Impact.** The proposed project would result in the generation of additional wastewater above existing conditions; Response 4.19(a). However, there is substantial remaining capacity for wastewater treatment at the Districts' existing wastewater treatment facilities to serve the project's projected demand in addition to existing commitments. The project-generated wastewater (estimated at 25,625 gpd) would represent only 0.4 percent the Whittier Narrows's remaining capacity of 5.9 mgd, 0.2 percent of the Los Coyotes WRP's remaining capacity of 14 mgd, 0.06 percent of the San Jose Creek WRP's remaining capacity of 36.7 mgd, and 0.02 percent of the Joint Water Pollution Control Plant's remaining capacity of 138.9 mgd. Following compliance with the relevant laws, ordinances, and regulations, as well as the specified mitigation measures identified in this IS/MND, it is not anticipated that the project's wastewater demand, in addition to the Districts' existing commitments, would exceed capacity. A less than significant impact would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.

- d) **Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

**Less Than Significant Impact.** Athens Services (Athens) provides solid waste collection for the City, including the project site, and disposes over 99 percent of the City's solid waste at one of the 10 landfills listed in Table 4.19-1, Landfills Serving the City.<sup>3,4</sup>

## Construction

The proposed project would require demolishing the existing single-family residential building to construct a new four-story residential building encompassing 41 condominium with an underground parking garage. Project demolition and construction is not anticipated to generate significant quantities of solid waste with the potential to affect the capacity of regional landfills. Further, all construction activities would be subject to conformance with relevant Federal, State, and local requirements related to solid waste disposal. Specifically, the project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." The California Integrated Waste Management Act of 1989 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The project would also be required to demonstrate compliance with the 2016 (or most recent) Green Building Code, which includes design and construction measures that act to reduce construction-related waste through material conservation measures and other construction-related efficiency measures. Compliance with these programs would ensure the project's construction-related solid waste impacts would be less than significant.

## Operation

Based on the project's Air Quality and Greenhouse Gas modeling, project operations are expected to generate approximately 18.86 tons of waste per year, or approximately 0.05 tons per day (tpd); refer to Appendix B, Air Quality/Greenhouse Gas Analysis and Energy Consumption Data. This represents less than one percent of the daily permitted throughput capacities identified in Table 4.19-1. As such, the project is not anticipated to generate solid

<sup>3</sup> City of San Gabriel Website, *Solid Waste & Recycling*, <http://www.sangabrielcity.com/329/Solid-Waste-Recycling>, accessed July 3, 2019.

<sup>4</sup> California Department of Resources Recycling and Recovery, Jurisdiction Disposal By Facility, *Disposal During 2018 for San Gabriel*, <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>, accessed July 3, 2019.



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. Impacts in this regard would be less than significant.

**Table 4.19-1  
Landfills Serving the City**

Landfill/Location	Maximum Daily Throughput (tons per day)	Remaining Capacity (cubic yards)	Anticipated Closure Date
Azusa Land Reclamation Co. Landfill 1211 West Gladstone Street Azusa , CA 91702	8,000	51,512,201	01/01/2045
Chiquita Canyon Sanitary Landfill 29201 Henry Mayo Drive Castaic , CA 91384	6,000	8,617,126	11/24/2019
El Sobrante Landfill 10910 Dawson Canyon Road Corona, CA 91719	16,054	143,977,170	01/01/2051
Frank R. Bowerman Sanitary Landfill 11002 Bee Canyon Access Road Irvine , CA 92618	11,500	205,000,000	12/31/2053
Mid-Valley Sanitary Landfill 2390 N. Alder Avenue Rialto , CA 92377	7,500	67,520,000	04/01/2033
Olinda Alpha Sanitary Landfill 1942 N. Valencia Avenue Brea , CA 92823	8,000	34,200,000	12/31/2021
San Timoteo Sanitary Landfill San Timoteo Canyon Road Redlands , CA 92373	2,000	11,402,000	01/01/2043
Simi Valley Landfill and Recycling Center 2801 Madera Road Simi Valley , CA 93065	9,250	88,300,000	01/31/2052
Sunshine Canyon City/County Landfill 14747 San Fernando Road, Sylmar Sunshine LF (in Los Angeles County), CA 91342	12,100	77,900,000	10/31/2037
Victorville Sanitary Landfill 18600 Stoddard Wells Road Victorville , CA 92307	3,000	81,510,000	10/01/2047
Notes: 1. Antelope Valley Public Landfill, Commerce Refuse-to-Energy Facility, Lancaster Landfill and Recycling Center, Prima Deshecha Landfill, and Southeast Resources Recovery Facility, which accepted less than 1 percent of the City's solid waste in 2018 (the last available reporting year).			
Source: CalRecycle, <i>SWIS Facility/Site Search</i> , <a href="https://www2.calrecycle.ca.gov/SWFacilities/Directory">https://www2.calrecycle.ca.gov/SWFacilities/Directory</a> , accessed July 3, 2019.			

**Mitigation Measures:** No mitigation measures are required.

e) **Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?**

**Less Than Significant Impact.** Refer to Response 4.19(d) above. The proposed project would comply with all Federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act and City recycling programs. Specifically, the project would be subject to California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to “reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible.” The California Integrated Waste Management Act of 1989 requires that at least 50 percent of waste produced is recycled, reduced, or composted. Pursuant to SGMC Chapter 54, *Diversion of Construction and Demolition Waste*, at least 50 percent of construction and demolition waste generated shall be diverted from landfilling by using recycling, reuse, or other diversion programs. Less than significant impacts would occur in this regard.



**Mitigation Measures:** No mitigation measures are required.



**4.20 WILDFIRE**

<i>If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

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

No Impact. According to the California Department of Forestry and Fire Protection *Los Angeles County Very High Fire Hazard Severity Zones in LRA Map*, the City of San Gabriel is not located within or near a State responsibility area nor is the City classified as a very high fire hazard severity zone.<sup>1</sup> As such, project implementation would have no impact in this regard.

**Mitigation Measures:** No mitigation measures are required.

**b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

No Impact. Refer to Response 4.20(a).

**Mitigation Measures:** No mitigation measures are required.

**c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

No Impact. Refer to Response 4.20(a).

**Mitigation Measures:** No mitigation measures are required.

<sup>1</sup> California Department of Forestry and Fire Protection, *Los Angeles County Very High Fire Hazard Severity Zones in LRA Map*, September 2011.



- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. Refer to Response 4.20(a).

**Mitigation Measures:** No mitigation measures are required.



**4.21 MANDATORY FINDINGS OF SIGNIFICANCE**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓		
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

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

Less Than Significant Impact With Mitigation Incorporated Impact. As concluded in Section 4.4, Biological Resources, the project site mainly consists of disturbed and ornamental vegetation and is developed with one single-family residence. Based on the project site and surrounding area’s disturbed and urbanized conditions, no sensitive plant or wildlife species are expected to occur on-site. Thus, the project would have no impacts on sensitive plant and wildlife species. Nevertheless, as a precaution to the project’s proposed vehicular bridge and pedestrian walkway across the Alhambra Wash, Mitigation Measure BIO-1 would require the project applicant to delineate the outer perimeter of the project impact area, including all access routes, with appropriate fencing, signage, and/or flagging to prevent inadvertent damage and/or encroachment of project-related equipment into adjacent habitats during project construction. In addition, Mitigation Measure BIO-2 would ensure appropriate erosion and sediment control barriers are installed around the perimeter of the project area during construction to prevent the accidental discharge of sediment and pollutants into downstream bodies. Further, Mitigation Measure BIO-3 requires a pre-construction nesting bird clearance survey be conducted to ensure any nesting birds on-site are protected, and Mitigation Measure BIO-4 requires the project applicant to install replacement trees at sites throughout the City or contribute a mitigation fee to the City of equivalent dollar value of the on-site trees proposed for removal.

As indicated in Section 4.5, Cultural Resources, and Section 4.18, Tribal Cultural Resources, implementation of Mitigation Measures CUL-1 through CUL-2, and TCR-1 through TCR-5 would reduce the project’s potential environmental effects to cultural and tribal cultural resources. Mitigation Measure CUL-1 would require the project applicant to prepare and implement a Worker’s Environmental Awareness Program and Mitigation Measure CUL-2 requires archaeological and Native American monitoring during initial ground disturbances associated with the project



and/or until the monitor determines that monitoring is no longer necessary. Mitigation Measure CUL-2 would require construction activities to halt should a potential cultural resource be found on-site until it can be evaluated by a qualified archaeologist. Mitigation Measures TCR-1 through TCR-5 detail required procedures should any found resources be identified as Native American.

Overall, the proposed project would not potentially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

**b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Less Than Significant Impact With Mitigation Incorporated. A significant impact may occur if a proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. As concluded in Sections 4.1 through 4.22, compliance with regulatory requirements and implementation of required mitigation measures would reduce the project’s potentially significant impacts to less than significant levels. Implementation of required mitigation measures at the project-level would reduce the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects.

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

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study reviewed the proposed project’s potential impacts related to aesthetics, air quality, noise, hazards and hazardous materials, traffic, and other issues. As concluded in these previous discussions, the proposed project would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, following conformance with the existing regulatory framework and mitigation measures. Further, as a residential condominium project, project features would be designed to meet the needs of humans and are not anticipated to result in direct or indirect adverse effects. Impacts would be less than significant in this regard.



## 4.22 REFERENCES

The following references were utilized during preparation of this Initial Study/Mitigated Negative Declaration.

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2. Cal Land Engineering Inc., Report of Geotechnical Investigation, Table 1, Characteristics and Estimated Earthquakes for Regional Faults, June 11, 2015.
3. California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017, [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf), accessed May 21, 2019.
4. California Air Resources Board, *Regional Greenhouse Gas Emission Reduction Targets Pursuant to SB-375, Resolution 10-31*.
5. California Department of Conservation, California Geological Survey, *Earthquake Zones of Required Investigation – El Monte Quadrangle*, revised June 15, 2017.
6. California Department of Conservation, California Important Farmland Finder, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed May 2, 2019.
7. California Department of Conservation, *Los Angeles County Williamson Act FY 2015/2016*, file:///C:/Users/alicia.gonzalez/Downloads/LA\_15\_16\_WA.pdf, accessed May 2, 2019.
8. California Department of Conservation, *San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mining Operations*, 2010.
9. California Department of Education, *2018-19 Enrollment by Ethnicity and Grade San Gabriel Unified District Report (19-75291)*, <https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=1975291&agglevel=district&year=2018-19>, accessed June 1, 2019.
10. California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2019, with 2010 Benchmark, May 2019., <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5>, accessed by July 1, 2019
11. California Department of Finance Demographic Research Unit, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2019, with 2010 Benchmark*, Sacramento, California, May 1, 2019.
12. California Department of Fish and Wildlife, *California Natural Community Conservation Plans*, April 2019.
13. California Department of Forestry and Fire Protection, *Los Angeles County Very High Fire Hazard Severity Zones in LRA Map*, September 2011.
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## 5.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the City of San Gabriel prepare a mitigated negative declaration for the Arroyo Village Residential Condominium Project. We find that the proposed project could have a significant effect on a number of environmental issues, but that mitigation measures have been identified that reduce such impacts to a less than significant level. We recommend that the second category be selected for the City of San Gabriel's determination (see Section 6.0, Lead Agency Determination).

September 4, 2019

A handwritten signature in cursive script, appearing to read "Alicia Gonzalez".

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Alicia Gonzalez, Project Manager  
Michael Baker International



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## 6.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

Signature: 

Title: Senior Planner

Printed Name: Matt Chang

Agency: City of San Gabriel

Date: 9/4/19



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