

TERRACES AT TEMPLE CITY



PROJECT DESCRIPTION:

The project involves the construction of a four-story, 95,186 square foot building with 7,250 square feet of commercial space on the ground floor (level one) and 87,936 square feet of residential space on level one through level four. The proposed commercial floor area would be used for retail/service businesses or restaurants. The proposed residential floor area would be used for 61 residential condominium units. The new building would have an average height of 53'-6". An open plaza would be located at the ground floor along Temple City Boulevard. A central garden would be located on the second level facing west. The ground floor would also include 60 parking spaces, two loading spaces, and eight bicycle parking spaces. Primary parking for the residential units would be located in a subterranean garage that is one level deep and would contain 138 parking spaces and 16 bicycle parking spaces.

Please be aware that the Initial Study was based on the original proposal and scope of work. Following the Initial Study, the project has been revised. The description provided above is the project in consideration.

(The original project proposed the construction of a five-story 123,880 square foot building with 15,000 square feet of commercial space on the ground floor (level one) and 75 residential dwelling units (totaling 108,880 square feet) on levels two through five. The proposed new building included eight ground floor commercial spaces for retail and restaurants and a lobby totaling 15,000 square feet. The new building was proposed at a height of 62 feet. An open plaza was located at the ground floor along Temple City Boulevard. A maximum of 50 percent of this space was proposed to be occupied by restaurants. The ground floor included 64 commercial parking spaces and two loading spaces located immediately adjacent to the proposed building. Additionally, 12 residential spaces and 10 bicycle parking spaces were located in the ground floor parking lot in the southwest corner. Primary parking for the residential units was located in a subterranean garage that is one level deep and contained 138 spaces.)

City of Temple City

Terraces at Temple City

Draft

Initial Study - Mitigated Negative Declaration



August 2016

Terraces at Temple City

Draft

Initial Study – Mitigated Negative Declaration

Prepared by:

City of Temple City
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August 2016

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Appendix G	Sewer Area Study

INITIAL STUDY

1. **Project Title:**

2. **Lead Agency Name and Address:** City of Temple City
Community Development Dept.
9701 Las Tunas Drive
Temple City, CA 91780

3. **Contact Person and Phone Number:** Hesty Liu, Associate Planner
626-285-2171

4. **Project Location:** 5935 - 5953 Temple City Blvd.
Temple City, CA
APN: 8587-014-029

Figure 1 shows the regional location of the project site. Figure 2 shows the project site and its local vicinity.

5. **Project Sponsor's Name and Address:** The Terraces at Temple City, LLC
3111 Via Mondo
Rancho Dominguez, CA 90221

6. **General Plan Designation:** Commercial

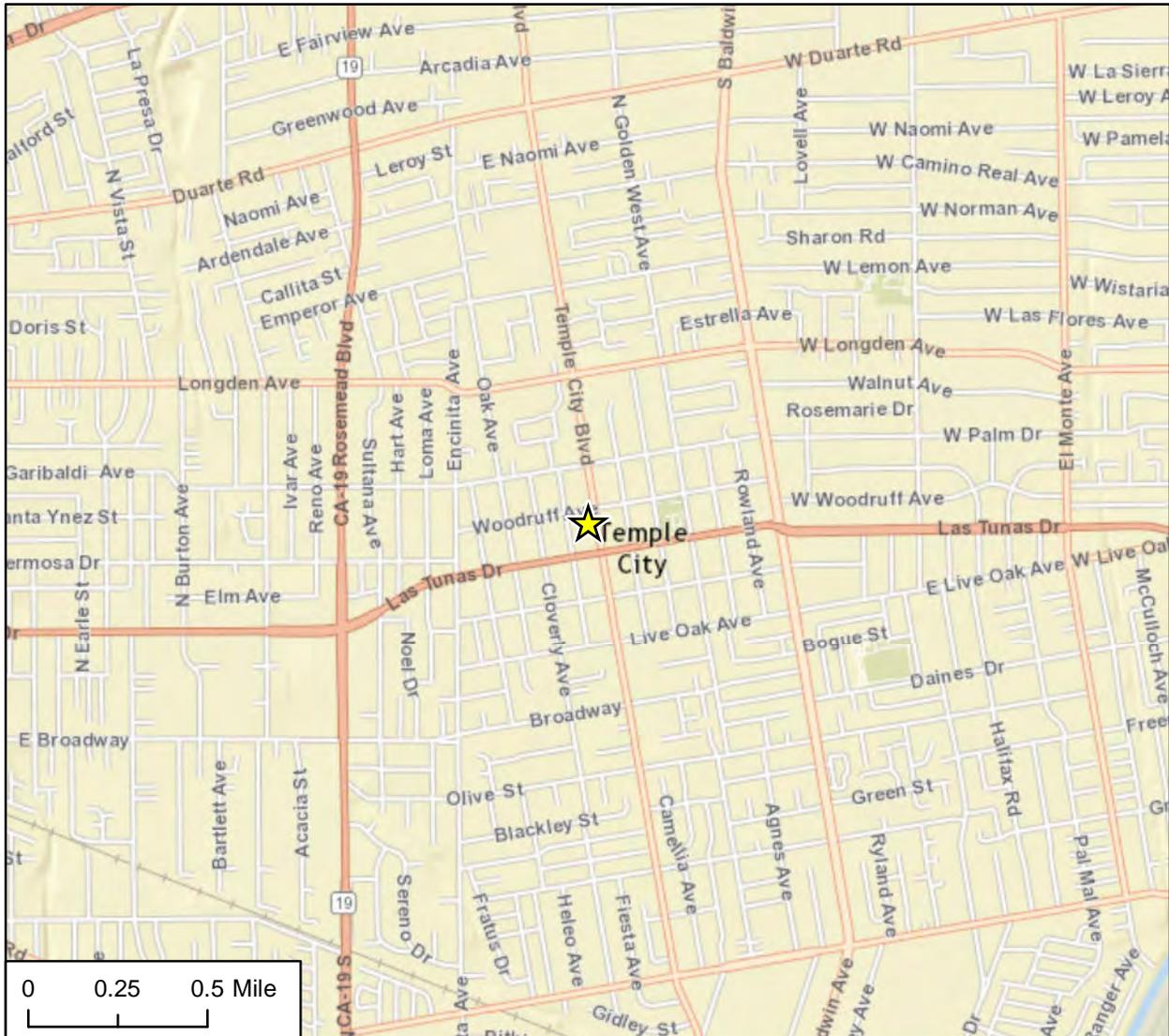
7. **Zoning:** C-2 (General Commercial; Temple City Boulevard Commercial)

8. **Description of Project:**

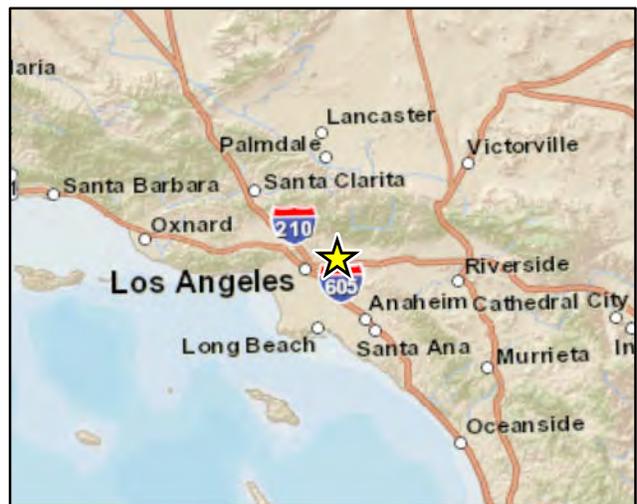
The proposed project (the “project”) would involve the construction of a five-story 123,880 square foot (sf) building with 15,000 sf feet of commercial space on the ground floor (level one) and 108,880 sf of residential space on levels two through five. Table 1 summarizes the major characteristics of the proposed project.



The Terraces at Temple City
Mitigated Negative Declaration



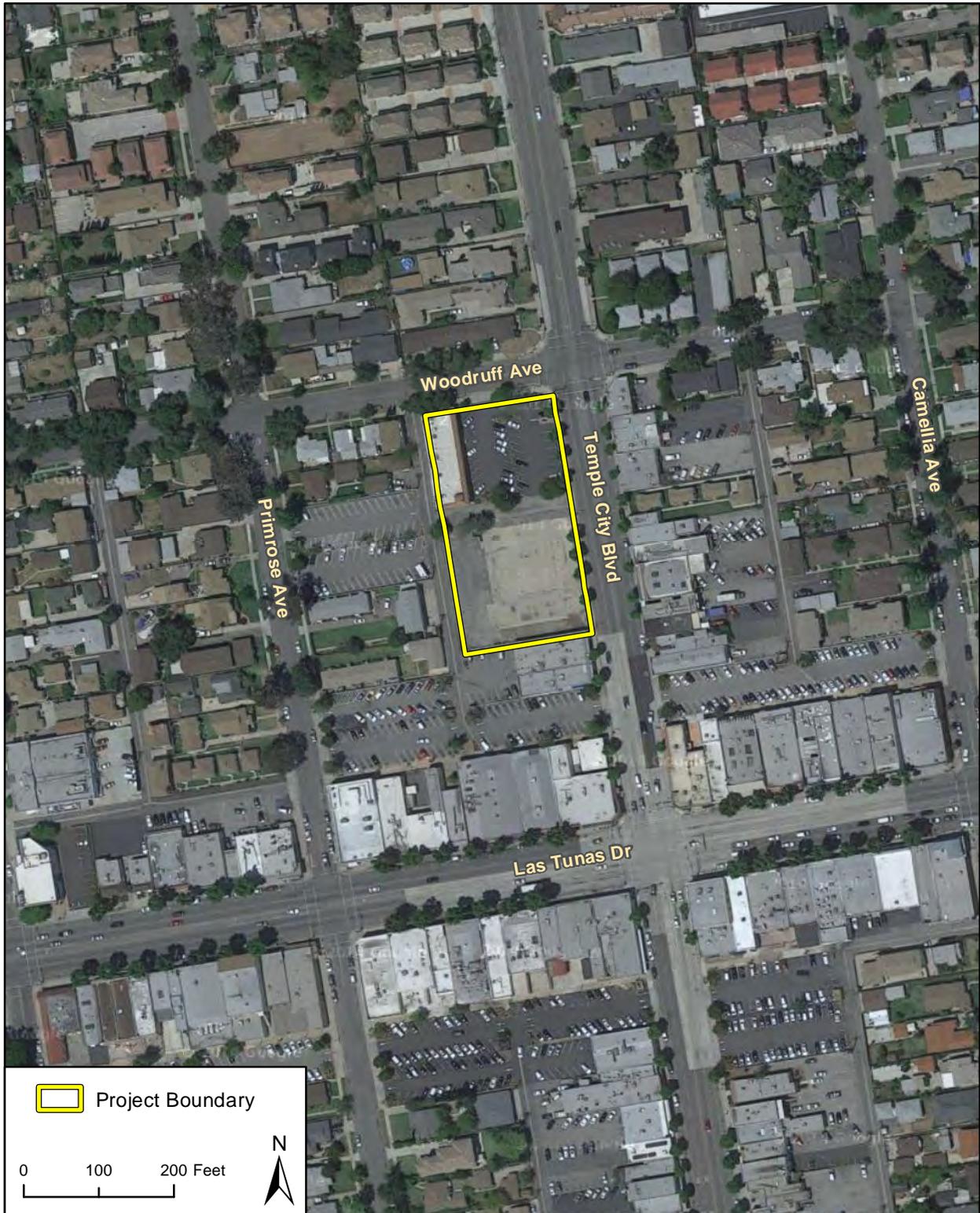
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Regional Location

Figure 1

City of Temple City



Imagery provided by Google and its licensors © 2015.

Project Location

Figure 2

City of Temple City

**Table 1
 Project Characteristics**

Lot Size	1.3 acres (56,875 sf)
Proposed New Building Floor Area	Ground Floor: 15,000 sf (8 commercial units) Levels Two: 27,220 sf residential Level Three: 27,220 sf residential Level Four: 27,220 sf residential <u>Level Five: 27,220 sf residential</u> Total Residential = 108,880 sf
Lot Coverage	41,500 sf (72.9%)
Parking	Commercial Parking = 64 spaces and 2 loading spaces on ground floor level Residential Parking = 150 total spaces (12 ground floor and 138 subterranean) 10 bicycle space on ground floor level
Proposed New Building Floor Area Ratio (FAR)	2.18
Proposed New Building Height	Height of roof: 59 feet Max height of architectural element: 64 feet
Residential Open Space	10,846 sf Central Garden on Level Two
On-site Landscaping	6,027 sf

The proposed new building would include eight ground floor commercial spaces for retail and restaurants and a lobby totaling 15,000 sf. An open plaza would be located at the ground floor along Temple City Boulevard. A maximum of 50 percent of this space would be occupied by restaurants. The ground floor would include 64 commercial parking spaces and two loading spaces. The loading spaces would be located immediately adjacent to the proposed building. Additionally, 12 residential spaces and 10 bicycle parking spaces would be located in the ground floor parking lot in the southwest corner.

Floors two to five would include 75 residential condominiums consisting of 20 one-bedroom units, 47 two-bedroom units and 8 three-bedroom units. The second floor would also include a central garden. Primarily parking for the residential units would be located in a subterranean garage that is one level deep and contain 138 spaces.

Vehicular access for the ground floor parking lot would be provided by two driveways that would serve both inbound and outbound traffic. One driveway would be located off of Woodruff Avenue and another on the rear alley. An additional parking lot exit (outbound traffic only) would also be located in the residential parking area of the ground floor lot. The alley is accessible from Woodruff Avenue.

Vehicular access for the residential subterranean parking would be provided through one driveway located off of the rear alley that would serve both inbound and outbound traffic. The residential subterranean parking garage would restrict access to residents only through a security gate.



Pedestrian access to the ground-floor level commercial spaces would be provided on Temple City Boulevard as well as from the rear ground level parking lot. Pedestrian access to the residential uses on levels two to five would be provided through a lobby on Temple City Boulevard and two stairwells located at the rear of building adjacent to the alley. A five-foot wide firefighter access walkway would be provided on the south side of the project site adjacent to an existing 3 foot wall, which would remain.

The project would include new landscaping on the ground floor level totaling 6,027 sf.

The proposed site plan for the project is provided in Figure 3.

Construction of the project would occur over a 24 month period. The project would involve the demolition of an existing onsite structures including 5,210 sf of commercial space, an existing parking lot, and existing foundation from previous uses.

9. Surrounding Land Uses and Setting:

The project site is locating in an urbanized setting surrounded by a mix of residential and commercial uses as follows:

North: Woodruff Avenue and multi-family residential

East: Temple City Boulevard, commercial uses (retail and restaurants), and multi-family residential

South: Commercial uses and Las Tunas Drive

West: Public alleyway, commercial uses, public parking lots, and multi-family residential.

Regional access to the project site is provided by Interstate 210, located approximately 2.9 miles north of the project site, and Interstate 10, located approximately 2.4 miles south of the project site.

The nearest schools are Pacific Friends School located 0.3 miles north, Longden Elementary School located 0.35 miles north, and Cloverly Elementary located 0.5 miles south.

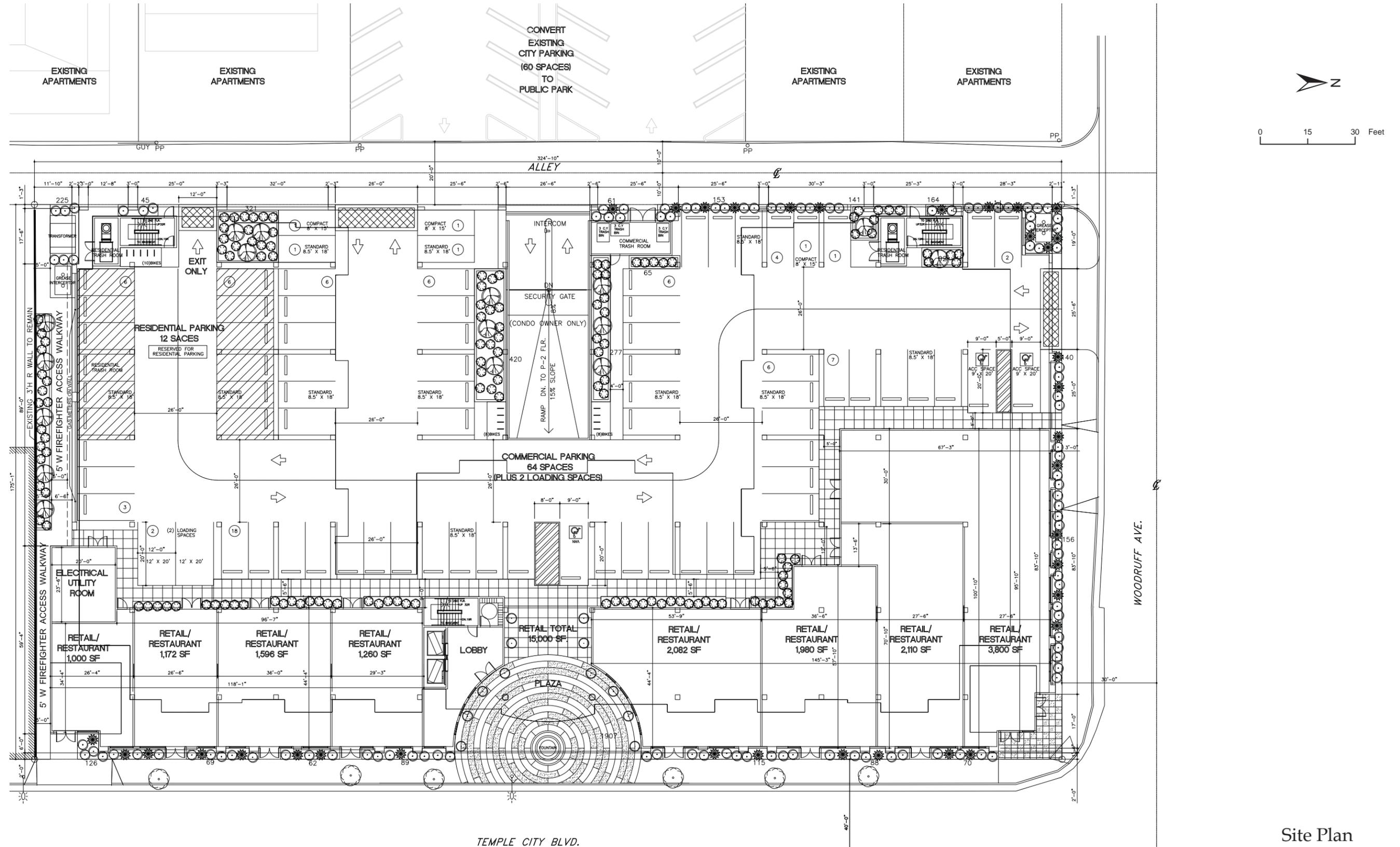
10. Other Public Agencies Whose Approval is Required:

No other agency approvals are required.



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Site Plan

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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



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 potential 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

Date



ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS				
-- Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

The project site is located in an urbanized area. The site and surroundings are relatively flat. There are no significant vistas within or adjacent to the project site. The site does not contain any scenic resources such as trees, rocks, or outcroppings. The project site is not located near or within the viewshed of a scenic highway. Additionally, there are no designated historic resources within the City. Therefore, the proposed project would have no impact on scenic vistas or scenic resources.

NO IMPACT

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

As illustrated in photo 1 of Figure 4a, the northern portion of the project site is currently developed with commercial retail and restaurant uses. As illustrated in photo 2 of Figure 4a, the southern portion of the project site was previously developed, but development has been partially demolished. A concrete foundation remains on the southern portion of the project site, which is surrounded by chain-link fencing on all sides.





Photo 1: Existing commercial development on northern end of the project site.



Photo 2: Existing foundation on the southern end of the project site.



Photo 3: Multifamily residences located north of project site across Longfellow Avenue.



Photo 4: Multifamily residences located west of the project site across public alley.

Photos of Site and Surroundings

Figure 4a

City of Temple City



Photo 5: Views of commercial development across from northern end of project site on Temple City Boulevard.



Photo 6: Commercial development along Temple City Boulevard looking south from northern end of project site.



Photo 7: Additional view of commercial development along Temple City Boulevard looking south.



Photo 8: Commercial uses south of project site located on Las Tunas Boulevard.

Photos of Site and Surroundings

Figure 4b

City of Temple City

The proposed project would redevelop the site with a mixed-use development that would be five stories tall with a maximum roof height of 59 feet and architectural elements up to 64 feet. Commercial uses would be located on the bottom and residential units would be located on levels two through five.

The proposed development would change the existing visual character of the site by redeveloping a site that is currently developed with one-story commercial uses and parking on half the site and vacant on the other half. Because a portion of the site is vacant, the proposed five-story mixed-use development could improve the visual quality of the site. However, the proposed project would be of larger scale and mass than adjacent uses and would change the visual character of the neighborhood. Photos 3 and 4 on Figure 4a, illustrate residential uses located just north of the project site across Woodruff Ave and across the alley to the west. The surrounding residential uses are multi-family residences one and two stories tall. Photos 5 through 7 on Figure 4b illustrate the commercial development located east of the project site across Temple City Boulevard and south of the project site along Temple City Boulevard. Photo 8 illustrates the view of commercial development south of the project site located on the north side of Las Tunas Drive. All commercial development in the immediate vicinity of the project site is one-story tall. Two-story commercial development is located approximately 340 feet from the site on the southwest corner of Las Tunas Drive and Temple City Boulevard.

The proposed project is three to four stories taller than neighboring buildings; therefore, it would cast longer shadows than existing uses. The residential uses to the north and west are considered shadow sensitive uses.

In general, shadows cast by buildings are shortest on the summer solstice (June 21) and longest on the winter solstice (December 21). The projected summer solstice shadows are illustrated on Figure 5a. During summer mornings, shadows would fall to the west, and would project onto the east side of the two-story multi family residence located along the public alley. Shadows would not last for more than four hours. As the day progresses, morning shadows would move eastward. At noon, shadows from the proposed project would be minimal and would not project onto any adjacent properties. The project's shadow would lengthen toward the east throughout the afternoon during summer, falling onto the retail buildings located east of the project site on the eastern side of Temple City Boulevard. The majority of these buildings would be shaded by the proposed project; however, there are no outdoor areas or other light sensitive uses at this location. Shadow impacts are considered significant if light-sensitive uses would be shaded by project-related structures for more than four hours between early April and late October (including the summer solstice) between the hours of 9:00 AM and 5:00 PM. Because shadows would not fall over the residences west of the project site for more than four hours and would not affect light-sensitive uses at the commercial buildings located on Temple City Boulevard, significant shadow impacts would not occur on the summer solstice.

The projected winter solstice shadows are illustrated on Figure 5b. During the winter, shadows would project onto uses located north and west of the project site between 9:00 AM and 10:00 AM. These uses include Woodroof Avenue, multi-family residences, a public alley, and public park lot. At 10:00 AM shadows shorten and are cast in a northwest direction and continue to fall on the same uses as 9:00 AM with less multifamily residences being affected north of Woodroof Avenue. At noon, shadows shorten and are cast to the north, continuing to fall onto





Shadow Analysis

Figure 5a
City of Temple City

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Proposed Plan

Winter Solstice - December 21



Shadow Study

Figure 5b
City of Temple City

Woodruff Avenue and the front yards of the multifamily residences directly north of the project site. By 3:00 PM, the shadows lengthen and are cast in the northeasterly direction, falling onto the multi-family residences to the north east and commercial retail buildings on the southeast corner of Temple City Boulevard and Woodruff Avenue. Shadow impacts are considered significant if light-sensitive uses would be shaded by project related structures for more than three hours between late October and early April (including the winter solstice) between the hours of 9:00 AM and 3:00 PM. At the multi-family residences located immediately north of the project site on the north side of Woodruff Avenue (9563, 9567, and 9571 Woodruff) shadows would fall for over three hours and would be potentially significant unless mitigation is incorporated.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

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

The project site is in a highly urbanized area with high levels of existing lighting. The adjacent commercial, residential, and roadway uses generate light and glare along all sides of the project site. Primary sources of light adjacent to the project site include lighting associated with the existing commercial and residential buildings including building mounted lighting and headlights from vehicles in the parking areas. The primary source of glare adjacent to the project site is the sun's reflection from metallic and glass surfaces on vehicles parked in onsite and nearby parking lots.

The proposed project would create new sources of light and glare on the project site. The southern portion of the project site is vacant and does not contain sources of light and glare. The northern portion is developed with commercial uses that generate light and glare. The proposed project would incorporate exterior lighting, in the form of parking lot lighting, pedestrian walkway lighting, building mounted lighting, and other safety related lighting. The windows proposed on the exterior elevations could increase the reflected sunlight during certain times of the day. These light sources would not have a significant impact on the night sky, as they would only incrementally add to the existing background light levels already present as a result of the surrounding urban development.

In addition, the proposed project would be required to comply with Special Development Standards for the C-2 zone because it's adjacent to an R zone. These requirements are identified in Section 9-1N-32 of the Municipal Code. In regards to lighting the code states that "...All outdoor lighting shall be constructed, operated, and maintained so as to eliminate any interference with, or nuisance to such adjacent R zoned properties.."

As noted above, the project site is in an urban environment with numerous existing sources light of glare. The proposed project would not substantially alter this condition and would be required to adhere to Municipal Code requirements regarding lighting. Impacts related to project lighting and glare would be less than significant.

LESS THAN SIGNIFICANT IMPACT



Mitigation Measure

Mitigation Measure AES-1 would be required to reduce any potential aesthetic impacts from shadows to a less than significant level.

- AES-1 Shadow Reduction.** The applicant shall revise the project design to reduce shadows on neighboring residences located on Woodruff Avenue through completing one of the following options:
- a) Reduced Building Height and Vertical Setbacks. The height of the building shall be reduced by 10' 3" reducing the building from five floors to four floors. Additionally, the vertical setback on the 4th floor on the north side of the project adjacent to Woodruff Avenue shall be increased by 16' from the edge of the eastern most balcony. Revised plans shall be submitted to the City for review and approval prior to approval of a building permit.
 - b) Project Redesign and Shadow Analysis. The applicant shall redesign the project as to not cast shadows on neighboring light-sensitive uses for more than four hours between early April and late October (including summer solstice) between the hours of 9:00 AM and 5:00 PM or for more than three hours between late October and early April (including the winter solstice) between the hours of 9:00 AM and 3:00 PM. The applicant shall submit revised plans and a shadow impact analysis to the City for review and approval prior to issuance of any Building or Grading Permit.

Implementation of AES -1 would result in a shorter duration(less than three hours) in which shadows would be cast onto multifamily residences north of the project site on Woodruff Avenue (9563, 9567, and 9571 Woodruff Avenue) as shown in Figure 5c, which models option AES-1b. Impacts would be less than significant with implementation of AES-1.



Proposed Plan Minus 5th Floor, with 4th Floor Setback

Winter Solstice - December 21



Mitigated Shadow Study

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES				
<p>-- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



- a) Would the project convert Prime Farmland, Unique Farmland, 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) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?
- d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?
- e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

The project site is within a highly urbanized area in Temple City. The City does not contain any agricultural land, agriculturally zoned land, land under Williamson Act contract, or forest land (Temple City General Plan, 1987; California Department of Conservation, 2013). The project would have no effect on forestland or the conversion of farmland to non-agricultural uses.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY				
-- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



The project site is within the South Coast Air Basin (the Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the Basin is classified as being in “attainment” or “nonattainment.” The health effects associated with criteria pollutants upon which attainment of state and federal air quality standards is measured are described in Table 2.

**Table 2
 Health Effects Associated with Criteria Pollutants**

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Carbon monoxide (CO)	(1) Aggravation of angina pectoris and other aspects of coronary heart disease; (2) decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (3) impairment of central nervous system functions; and (4) possible increased risk to fetuses.
Nitrogen dioxide (NO ₂)	(1) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (2) risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (3) contribution to atmospheric discoloration.
Sulfur dioxide (SO ₂)	(1) Bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath, and chest tightness during exercise or physical activity in persons with asthma.
Suspended particulate matter (PM ₁₀)	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma). ^a
Suspended particulate matter (PM _{2.5})	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.

Source: EPA, 2008c.

The Basin in which the project site is located is a non-attainment area for the federal standards for ozone, PM_{2.5} and lead and the state standards for ozone PM₁₀, PM_{2.5}, NO₂ and lead. Thus, the Basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies to reduce pollutant levels to recognized acceptable standards. This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate air pollutants, and the number, type, and density of emission sources within the Basin.

The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards. The SCAQMD recommends the use of quantitative thresholds to determine the significance of temporary construction-related pollutant emissions and project operations. These thresholds are shown in Table 3.



**Table 3
 SCAQMD Air Quality Significance Thresholds**

Pollutant	Mass Daily Thresholds	
	Operation Thresholds	Construction Thresholds
NO _x	55 lbs/day	100 lbs/day
ROG ¹	55 lbs/day	75 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

¹ Reactive Organic Gases (ROG) are formed during combustion and evaporation of organic solvents. ROG are also referred to as Volatile Organic Compounds (VOC).
 Source: SCAQMD, <http://www.aqmd.gov/ceqa/handbook/signthres.pdf>, March 2011.

The SCAQMD has also developed Localized Significance Thresholds (LSTs). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO_x, CO, PM₁₀ and PM_{2.5}. LSTs do not apply to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). As such, LSTs for operational emissions do not apply to onsite development as the majority of emissions would be generated by cars on the roadways.

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The proposed project involves 1.3 acres of on-site construction. SCAQMD's *Sample Construction Scenarios for Projects Less than 5 Acres in Size* contains methodology for determining the thresholds for projects that are not exactly 1, 2, or 5 acres in size. This methodology was implemented to determine the thresholds for the proposed project. The project site is located in Source Receptor Area 9 (SRA-9, East San Gabriel Valley). LSTs for construction on a 1.3 acre site in SRA-9 are shown in Table 4. LSTs are provided for receptors at a distance of 82 to 1,640 feet from the project site boundary. According to the SCAQMD's publication *Final Localized Significant (LST) Thresholds Methodology*, projects with boundaries located closer than 82 feet to the nearest receptor should use the LSTs for receptors located at 82 feet. In addition, the use of LSTs is voluntary, to be implemented at the discretion of local agencies.



Table 4
SCAQMD LSTs for Construction

Pollutant	Allowable emissions from a 1.3-acre site in SRA-9 for a receptor 82 feet away
Gradual conversion of NO _x to NO ₂	101
CO	722
PM ₁₀	6
PM _{2.5}	4

Source: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-1st-look-up-tables.pdf?sfvrsn=2>, October 2009.

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

Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. A project may be inconsistent with the AQMP if it would generate population exceeding the forecasts used in the development of the AQMP. The proposed project includes 75 residential units. The average persons per household in the City is 3.09; therefore, the project could generate up to 232 new residents. The existing population in the City is 36,275 (Department of Finance, 2015). Based on Southern California Association of Governments (SCAG) projections, which are used in the development of the AQMP, the City will have a 2035 population of 39,000. The additional 232 residents that could be generated by the proposed project would not cause the City to exceed the SCAG forecasts. Therefore, the project would not conflict with the AQMP and impacts would be **less than significant**.

LESS THAN SIGNIFICANT IMPACT

b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

The proposed project would generate temporary construction emissions and long-term operational emissions.

Construction Emissions

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction



vehicles, in addition to reactive organic gases (ROG) that would be released during the drying phase upon application of architectural coatings.

Emissions associated with the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2. Complete CalEEMod results and assumptions can be viewed in Appendix A. Construction of the project would occur over a 24-month period. The project would involve the demolition of existing onsite structures including 5,210 sf of commercial space, an existing parking lot, and existing foundation from previous uses.

Demolition and grading phases involve the greatest amount of heavy equipment and the greatest generation of fugitive dust. For the purposes of construction emissions modeling, it was assumed that the project would comply with the SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Therefore, the following conditions, which would be required to reduce fugitive dust in compliance with SCAQMD Rule 403, were included in CalEEMod for the site preparation and grading phases of construction.

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.
3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

The architectural coating phase involves the greatest release of ROG. The emissions modeling also includes the use of low-VOC paint (150 g/L for nonflat coatings) as required by SCAQMD Rule 1113.



Table 5 summarizes the estimated maximum daily emissions of pollutants during construction on the project site.

**Table 5
 Estimated Construction Maximum Daily Air Pollutant Emissions**

Construction Phase ^a	Maximum Daily Emissions (lbs/day)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
2017 Maximum Daily Emissions ^b	3.5	41.8	31.5	5.0	2.8	0.1
2018 Maximum Daily Emissions ^b	46.4	19.6	21.2	2.3	1.4	<0.1
2019 Maximum Daily Emissions ^b	46.3	1.9	2.8	0.3	0.2	<0.1
SCAQMD Thresholds	75	100	550	150	55	150
Threshold Exceeded?	No	No	No	No	No	No
2017 Maximum On-site Emissions ^c	N/A	26.6	20.9	3.7	2.5	N/A
2018 Maximum On-site Emissions ^c	N/A	17.3	13.4	1.1	1.0	N/A
2019 Maximum On-site Emissions ^c	N/A	1.8	1.8	0.1	0.1	N/A
<i>Local Significance Thresholds (LSTs)(On-site only)</i>	<i>N/A</i>	<i>101</i>	<i>722</i>	<i>6</i>	<i>4</i>	<i>N/A</i>
Exceed SCAQMD Thresholds or LSTs?	N/A	No	No	No	No	N/A

^a Grading phases incorporate anticipated emissions reductions from the conditions listed above, which are required by SCAQMD Rule 403 to reduce fugitive dust. The architectural coating phases incorporate anticipated emissions reductions from the conditions listed above, which are required by Rule 1113.

^b See Table 2.1 “Overall Construction-Mitigated” of summer and winter emissions CalEEMod worksheets in Appendix A. Assumed compliance^c LST’s only include on-site emissions. LSTs for a 1.3-acre site in SRA-9, see Table 4.

N/A = Not applicable

As shown in Table 5, with adherence to SCAQMD Rules 403 and 1113, project construction emissions would not exceed SCAQMD regional or local significance thresholds for any criteria pollutants. Impacts from construction emissions would be less than significant.

LESS THAN SIGNIFICANT IMPACT

Long-Term Emissions

Long-term emissions associated with project operation, as shown in Table 6, would include emissions from vehicle trips (mobile sources), natural gas use (energy sources), and landscape maintenance equipment, consumer products and architectural coating associated with onsite development (area sources).



Emissions would not exceed SCAQMD thresholds for any criteria pollutant. Consequently, the impact of the proposed project’s operational emissions on regional air quality under thresholds b), c), and d), would be less than significant.

**Table 6
 Estimated Project Operational Emissions**

Sources	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Area	5.0	0.1	6.2	<0.1	<0.1	<0.1
Energy	0.1	0.7	0.5	0.1	0.1	<0.1
Mobile	4.6	10.8	43.4	8.0	2.2	0.1
Total Emissions (lbs/day)	9.7	11.6	50.2	8.0	2.3	0.1
SCAQMD Thresholds	55	55	550	150	55	150
Threshold Exceeded?	No	No	No	No	No	No

*Source: Calculations were made in CalEEMod. See Table 2.2 “Unmitigated Operational” in CalEEMod summer emissions worksheets in Appendix A.
 Note: Numbers may not add up due to rounding.*

LESS THAN SIGNIFICANT IMPACT

e) Would the project create objectionable odors affecting a substantial number of people?

The proposed project includes commercial and residential uses. The commercial uses would be a mix of restaurant and retail. Restaurant uses have the potential to generate odors associated with cooking and preparing food. However, office, retail, and restaurant uses are not listed on Figure 4-3 of the 1993 SCAQMD CEQA Air Quality Handbook as uses that require analysis of odor impacts. Substantial objectionable odors are normally associated with such uses as agriculture, wastewater treatment, industrial facilities, or landfills. Therefore, the proposed project would not generate objectionable odors affecting a substantial number of people. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES

-- Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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



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

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

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

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

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

The project site is located in a highly urbanized area. In addition, the site has been disturbed to accommodate past and present onsite development and is currently covered with structures, as described in the *Project Description*. The project site lacks native biological habitats, including wetlands. Therefore, site development would not adversely affect sensitive plant or animal species, nor would it interfere with the provisions of any adopted habitat conservation plan. No impacts to biological resources would occur.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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V. CULTURAL RESOURCES

-- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

The project site is developed and is vacant on the southern portion of the site with existing commercial uses on the northern portion of the site. All existing buildings onsite would be demolished as part of the project. Existing buildings located on the project site are illustrated in photo 1 of Figure 4b. The buildings are typical strip commercial structures. Temple City does not have any designated National, State, or Local historic landmarks (Temple City, 1987). Demolition and redevelopment of the project site would not result in a significant adverse impact to historic resources.

NO IMPACT

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?*

c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

d) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

b-d) The project site is within a highly urbanized area. In addition, the site has been disturbed to accommodate past and present onsite development and is currently covered with structures in the northern portion and cement foundation in the southern portion. There is no evidence that archaeological or paleontological resources or human remains are present onsite. In the unlikely event that such resources are unearthed during excavation and grading, applicable regulatory requirements pertaining to the handling and treatment of such resources would be followed. If archaeological or paleontological resources are identified, as defined by Section 2103.2 of the Public Resources Code, the site would be required to be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code as appropriate. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. With implementation of these standard requirements, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS

-- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
-- Would the project:				
Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?				
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section is based in part on the February 25, 2015, Quartech Consultants (QCI) *Report of Geotechnical Engineering Investigation* for the proposed project. This report is included as Appendix B. The purpose of the investigation was to evaluate the subsurface conditions at the area of proposed construction pertinent to grading, foundation design as well as other geologic characteristics existing on the site. The report considered the proposed five-story structure with one level of subterranean parking approximately 10 feet below the existing ground level.

a.i) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

The project site is not located within the boundaries of a Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972 (California Geological Survey 1999).



There are no known active or potentially active faults traversing the project site and the risk of ground rupture due to fault displacement beneath the site is low. The nearest known active regional fault is the Raymond Fault zones located approximately 1.9 miles from the site. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.ii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

No known active faults cross the project site. As described above, the nearest known active regional fault is the Raymond Fault zones located approximately 1.9 miles from the site. A strong seismic event along the Raymond Fault zone or any other fault system in Southern California has the potential to create considerable levels of ground shaking throughout the City. All new structures would be required to comply with all applicable provisions of the California Building Code (CBC). Due to the potential for groundshaking, impacts are potentially significant unless mitigation GEO-1 is incorporated.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

a.iii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Based on the “Seismic Hazard Zones, El Monte Quadrangle” by California Department of Conservation, Division of Mines and Geology, the site is not located in a mapped potential liquefaction areas (QCI, 2015; California Department of Conservation, 1999). There would be no impact related to liquefaction.

NO IMPACT

a.iv) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Based on the “Seismic Hazard Zones, El Monte Quadrangle” by California Department of Conservation, Division of Mines and Geology, the project site is not located in a mapped earthquake-induced landslide area. The site and surrounding area is relatively flat and does not have any steep terrain that could result in landslides. Therefore, no impact related to landslides would occur.

NO IMPACT

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

The potential for soil erosion is highest during the grading and excavation phases when soils are exposed. Demolition and excavation activities would be required to adhere to Section 8-3-2 of the Temple City Municipal Code (TCMC) which regulated pollution source reduction from new development and construction. This section of the TCMC requires that the City evaluate projects using the guidelines and Best Management Practices (BMPs) listed by the Los Angeles



Regional Water Quality Control Board, and the erosion and grading requirements of the City manager to determine whether or not the project has an effective mitigation plan in place to minimize runoff and erosion impacts from project activities. Examples of required BMPs include sediment traps, stockpile management, and methods for material delivery and storage. Compliance with Section 8-3-2 of the TCMC and the use of BMPs during construction would reduce erosion and loss of topsoil impacts to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

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

Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence is typically associated with regional changes in ground surface elevation associated with withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, or hydrocompaction.

Lateral spreading is the horizontal movement or spreading of soil toward an open face. When soils located on a sloping site liquefy, they tend to flow downhill. The potential for failure from subsidence and lateral spreading is highest in areas where the groundwater table is high and where relatively soft, where recent alluvial deposits exist, and in areas with liquefaction risks. The project site is not located in an area where the groundwater table is high and there is not a potential for liquefaction (QCI 2015). The project site is also flat. Therefore, the potential for subsidence, liquefaction, and lateral spreading is low. In addition, the proposed project would be required to comply with applicable provisions for construction related to potential soils hazards in the most recently adopted version of the CBC and the City's building regulations. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Expansive soils are generally clays, which increase in volume when saturated and shrink when dried. The onsite near surface soils consist predominantly of silty sand (SM). In general, these soils exist in loose to medium dense and slightly moist to moist condition. Underlying the surface soils, silty sand (SM), silty sand/clayey sand (SM-SC) and sand/silty sand mixtures (SP-SM), were discovered 51.5 feet below the existing ground surface. These soils exist in the slightly moist to moist conditions. The soils become denser as depth increases (QCI, 2015). CBC Section 1808.6 requires special foundation design for buildings constructed on expansive soils. If the soil is not removed or stabilized, then foundations must be designed to prevent uplift of the supported structure or to resist forces exerted on the foundation due to soil volume changes or shall be isolated from the expansive soil. Compliance with CBC requirements would ensure protection of structures and occupants from impacts related to expansive soils. However, due to the potential for soil expansion at the project site, impacts are potentially significant unless Mitigation Measure GEO-1 is incorporated.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED



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

The proposed project would be connected to the local wastewater treatment system. Septic systems would not be used.

NO IMPACT

Mitigation Measure

Mitigation Measure GEO-1 would be required to potential geological impacts from groundshaking and expansive soils to a less than significant level.

GEO-1 Geotechnical Engineering Report Recommendations. All recommendations made in *Report of Geotechnical Engineering Investigation, Proposed 5-Story, Mixed Use Development, with One Level of Subterranean Garage, 5935-5953 Temple City Boulevard, APN: 8587-014-029, Temple City, California (QCI, 2015)* shall be implemented during grading, excavation, and construction of the proposed project. This includes, but is not limited to the removal of surficial soils, treatment of removal bottoms, structural backfill, foundation design, foundation construction, concrete slabs, retaining wall drainage, and temporary excavation and backfill. The recommended inspection by a geotechnical engineer in Section 7.0 of the report shall also be completed to ensure compliance with the report.

Impacts would be less than significant after implementation of GEO-1.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS

-- Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Climate change is the observed increase in the average temperature of the Earth’s atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHGs). GHGs contribute to the



“greenhouse effect,” which is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth’s temperature.

GHGs occur naturally and from human activities. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over by 36%, 148%, and 18% respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way in which the Earth absorbs gases from the atmosphere. Potential impacts of global climate change in California may include loss of snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CEC, March 2009).

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The 2008 SCAQMD threshold considers emissions of over 10,000 metric tons of carbon dioxide equivalent (CO₂E) per year to be significant. However, the SCAQMD’s threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not formally adopted, the SCAQMD has screening level quantitative thresholds recommended for all land use types of 3,000 metric tons CO₂E /year (SCAQMD, “Proposed Tier 3 Quantitative Thresholds - Option 1”, September 2010).

This analysis is based on the methodologies recommended by the California Air Pollution Control Officers Association [CAPCOA] (January 2008) *CEQA and Climate Change* white paper. The analysis focuses on CO₂, N₂O, and CH₄ as these are the GHG emissions that onsite development would generate in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF₆, were also considered for the analysis. However, the development potential would only involve commercial and residential development; therefore, the quantity of fluorinated gases would not be significant since fluorinated gases are primarily associated with industrial processes. Calculations were based on the methodologies discussed in the CAPCOA white paper (January 2008) and included the use of the California Climate Action Registry General Reporting Protocol (January 2009). Emissions analyzed are for the net new uses associated with the proposed project. Emissions associated with the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2. Complete CalEEMod results and assumptions can be viewed in Appendix A.



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

GHG emissions associated with construction emissions and operational emissions from the proposed project are discussed below:

Construction Emissions

As shown in Table 7, emissions of CO₂E units generated by construction of the proposed project are estimated at 709.6 metric tons. Air districts such as the SCAQMD (2011) have recommended amortizing construction-related emissions over a 30-year period in conjunction with the proposed project's operational emissions. When amortized over a 30-year period (the assumed life of the project), CO₂E construction emissions would be approximately 23.7 metric tons of CO₂E per year.

Table 7
Estimated Construction Emissions of Greenhouse Gases

	Annual Emissions (Carbon Dioxide Equivalent (CO₂E))
Total	709.6 metric tons
Amortized over 30 years	23.7 metric tons per year

See Appendix A for CalEEMod Results.

Operational Indirect and Stationary Direct Emissions

Operational Emissions include area sources (consumer products, landscape maintenance equipment, and painting), energy use (electricity and natural gas), solid waste, electricity to deliver water, and transportation emissions and are shown in Table 8. Operational emissions were calculated using CalEEMod. Full results are shown in Appendix A. In accordance with AB 939, it was assumed that the proposed project would achieve at least a 50% waste diversion rate. CalEEMod does not calculate N₂O emissions related to mobile sources. As such, N₂O emissions were calculated based on the proposed project's VMT using calculation methods provided by the California Climate Action Registry General Reporting Protocol (January 2009).

As shown in Table 8, the combined annual GHG emissions associated with the proposed project would be 2,013.4 metric tons. This is less than the proposed SCAQMD threshold of 3,000 metric tons per year. Therefore, impacts from GHG emissions would be less than significant.



**Table 8
 Combined Annual Emissions of Greenhouse Gases**

Emission Source	Annual Emissions (CO₂e)
Project Construction	23.7 metric tons
Project Operational	
Area	1.3 metric tons
Energy	492.8 metric tons
Solid Waste	22.4 metric tons
Water	49.8 metric tons
Project Mobile	
CO ₂ and CH ₄	1,348.5 metric tons
N ₂ O	72.1 metric tons
Project Total	2,013.4 metric tons

Sources: See Appendix A for calculations and for GHG emission factor assumptions.

LESS THAN SIGNIFICANT IMPACT

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

Senate Bill 375, signed in August 2008, requires the inclusion of sustainable communities' strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. In April 2012, the South Coast Association of Government (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development in order to comply with SB 375. A goal of the SCS is to "promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure." The proposed project is a mixed-use infill project that will provide residential and commercial (restaurant and retail) uses. The proposed project would be accessible by pedestrian paths as well as include pedestrian walkways adjacent to the project and nearby roadways. Therefore, it would be consistent with this goal. Another goal of the RTP/SCS is to "create more compact neighborhoods and place everyday destinations closer to homes and closer to one another." The proposed project would co-locate retail uses with residential uses, thereby meeting this RTP/SCS goal.

Assembly Bill 32, the "California Global Warming Solutions Act of 2006," was signed into law in the fall of 2006. This bill also requires achievement of a statewide GHG emissions limit equivalent to 1990 emissions by 2020 (essentially a 25% reduction below 2005 emission levels)



and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions.

Executive Order (EO) S-3-05 was issued by the Governor in June 2005. EO S-3-05 sets a GHG emission reduction target of 1990 levels by 2020. Assembly Bill 32, the “California Global Warming Solutions Act of 2006,” was signed into law in the fall of 2006. This bill also requires achievement of a statewide GHG emissions limit equivalent to 1990 emissions by 2020 (essentially a 25% reduction below 2005 emission levels) and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006, published the *Climate Action Team Report (CAT Report)* (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. The strategies include the reduction of passenger and light duty truck emissions, reduction of energy and water use and increased recycling. In addition, in 2008 the California Attorney General published *The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level* (Office of the California Attorney General, Global Warming Measures Updated May 21, 2008). The proposed project would meet many objectives of the CAT report and Attorney General through compliance with City standards as described in Tables 9 and 10.

**Table 9
 Project Consistency with 2006 CAT Report
 Greenhouse Gas Emission Reduction Strategies**

Strategy	Project Consistency
<i>California Air Resources Board</i>	
<u>Vehicle Climate Change Standards</u> AB 143 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB I September 2004.	Consistent The vehicles that travel to and from the project site on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase.
<u>Diesel Anti-Idling</u> In July 2004, the ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling	Consistent Current state law restricts diesel truck idling to five minutes or less. Diesel trucks operating on the project site during construction are subject to this statewide law.
<u>Alternative Fuels: Biodiesel Blends</u> ARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.	Consistent The ARB is in the process of developing regulations that would increase the use of biodiesel for transportation uses. Currently, it is unknown when such regulations would be implemented; however, it is expected that upon implementation of such a regulation that would require increase biodiesel blends, the diesel fueled vehicles that travel to and from the project site would be replaced by vehicles using biodiesel.
<u>Alternative Fuels: Ethanol</u> Increased use of E-85 fuel.	Consistent As data becomes available on the impacts of fuel specifications on the current and future vehicle fleets, the ARB will review and update motor vehicle fuel specifications as appropriate. In reviewing the specifications, the ARB will consider the emissions performance, fuel supply consequences, potential greenhouse gas reduction benefits, and cost issues surrounding E85. Future tenants of the project could purchase flex-fuel vehicles and utilize this fuel, once it is commercially available.
<u>Heavy-Duty Vehicle Emission Reduction Measures</u> Increased efficiency in the design of heavy duty vehicles and an education program for the heavy-duty vehicle sector.	Consistent The heavy-duty vehicles that travel to and from the project site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.



**Table 9
 Project Consistency with 2006 CAT Report
 Greenhouse Gas Emission Reduction Strategies**

Strategy	Project Consistency
<u>Achieving 50% Statewide Recycling Goal</u> Achieving the State's 50% waste reduction mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions, associated with energy intensive material extraction and production, as well as methane emission from landfills. A per-capita diversion rate of 65% has been achieved on a statewide basis, consistent with AB 939.	Consistent In October of 2011, Governor Brown signed Assembly Bill 341 into law, setting a 75% recycling goal for California by Year 2020. Currently, Temple City's solid waste and recycling service provider is compliant with AB 341 and the project would be served by this provider
<u>Zero Waste – High Recycling</u> Efforts to exceed the 50% goal would allow for additional reductions in climate change emissions.	Consistent AB 341 requires a statewide diversion rate of 75% and thus the City of Temple City and its disposal partner (Athens Services) continue to explore new technologies and strategies to further reduce waste and increase diversion from landfills.
<i>Department of Forestry</i>	
<u>Urban Forestry</u> A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.	Consistent The landscaping proposed for the project would include planting of multiple trees and would therefore help move toward this statewide goal.
<i>Department of Water Resources</i>	
<u>Water Use Efficiency</u> Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.	Consistent The proposed project would be required to comply with Chapter 13.15 of the City's Municipal Code, which establishes water conservation, use and restrictions. The project proposes to utilize site design and landscape palettes to conserve a significant amount of water and reduce run-off.
<i>Energy Commission (CEC)</i>	
<u>Building Energy Efficiency Standards in Place and in Progress</u> Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and alterations to existing buildings).	Consistent The project would be required to meet or exceed the standards of Title 24 that are in effect at the time of development.
<u>Appliance Energy Efficiency Standards in Place and in Progress</u> Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).	Consistent Under State law, appliances that are purchased for the project – both pre- and post-development – would be required to be consistent with energy efficiency standards that are in effect at the time of the appliance manufacture date.
<i>Business, Transportation and Housing</i>	
<u>Measures to Improve Transportation Energy Efficiency</u> Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools and information that advance cleaner transportation and reduce climate change emissions.	Consistent The project would be in close proximity to existing commercial, residential, and recreational development, which would encourage the use of alternative modes of transportation.
<u>Smart Land Use and Intelligent Transportation Systems (ITS)</u> Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors.	Not Applicable The project proposes residential/commercial development along transit corridors within the City.
<i>Public Utilities Commission (PUC)</i>	
<u>Accelerated Renewable Portfolio Standard</u> The Governor has set a goal of achieving 33 percent renewable in the State's resource mix by 2020. The joint PUC/Energy Commission September 2005 Energy Action Plan II (EAP II) adopts the 33 percent goal.	Consistent The project would evaluate the feasibility of including solar panels on the roofs of the proposed residential dwellings.



**Table 9
 Project Consistency with 2006 CAT Report
 Greenhouse Gas Emission Reduction Strategies**

Strategy	Project Consistency
<p><i>California Solar Initiative</i> The solar initiative includes installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.</p>	<p>Consistent The project would evaluate the feasibility of including solar panels on the roofs of the proposed residential dwellings.</p>

**Table 10
 Project Consistency with Applicable Attorney General
 Greenhouse Gas Reduction Measures**

Strategy	Project Consistency
Transportation-Related Emissions	
<p><i>Diesel Anti-Idling</i> Set specific limits on idling time for commercial vehicles, including delivery vehicles.</p>	<p>Consistent Currently, the California Air Resources Board's (CARB) Airborne Toxic Control Measure (ATCM) to Limit Diesel-Fueled Commercial Motor Vehicle Idling restricts diesel truck idling to five minutes or less. Diesel powered construction vehicles are subject to this regulation and thus would comply with the applicable provisions.</p>
<p><i>Transportation Emissions Reduction</i> Provide shuttle service to public transportation.</p>	<p>Not Applicable Shuttle service to public transportation would be unnecessary as the project site is located near a bus lines including Los Angeles Metro Lines 78/79/378 and 267/264</p>
<p><i>Transportation Emissions Reduction</i> Incorporate bike lanes into the project circulation system.</p>	<p>Not Applicable On-site development would not include the addition of bike lanes, as no private streets are proposed.</p>
<p><i>Transportation Emissions Reduction</i> Provide onsite bicycle and pedestrian facilities (showers, bicycle parking, etc.) for commercial uses, to encourage employees to bicycle or walk to work.</p>	<p>Not Applicable The project includes several bicycle parking areas as part of the site plan. Future residents would be able to access these uses.</p>
Solid Waste and Energy Emissions	
<p><i>Solid Waste Reduction Strategy</i> Project construction shall require reuse and recycling of construction and demolition waste.</p>	<p>Consistent To the extent feasible, the proposed project will recycle on-site construction waste.</p>
<p><i>Water Use Efficiency</i> Require measures that reduce the amount of water sent to the sewer system – see examples in CAT standard above. (Reduction in water volume sent to the sewer system means less water has to be treated and pumped to the end user, thereby saving energy.</p>	<p>Consistent The proposed project would be required to comply with Chapter 13.15 of the City's Municipal Code that establishes water conservation, use and restrictions. The project proposes to utilize site design and landscape palettes to conserve a significant amount of water and reduce run-off.</p>



**Table 10
 Project Consistency with Applicable Attorney General
 Greenhouse Gas Reduction Measures**

<i>Strategy</i>	<i>Project Consistency</i>
Land Use Measures, Smart Growth Strategies and Carbon Offsets	
<i>Smart Land Use and Intelligent Transportation Systems</i> Encourage mixed-use and high density development to reduce vehicle trips, promote alternatives to vehicle travel and promote efficient delivery of services and goods.	Not Applicable The proposed project involves a mixed –use residential and commercial development, including retail, restaurants, and condominium space within a single five-story building.
<i>Smart Land Use and Intelligent Transportation Systems</i> Require pedestrian-only streets and plazas within the project site and destinations that may be reached conveniently by public transportation, walking or bicycling.	Not Applicable The proposed project involves residential and commercial development on a previously developed lot. The areas within the project site would be conveniently accessed by public transit routes, walking, and/or bicycling.

The proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. HAZARDS AND HAZARDOUS MATERIALS

-- Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous material 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. HAZARDS AND HAZARDOUS MATERIALS

-- Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

The proposed project would involve the construction of a mixed-use building with residential, retail, and restaurant uses. Residential and commercial uses typically do not use or store large quantities of hazardous materials. Potentially hazardous materials such as fuels, lubricants, and solvents would be used during construction of the project. The transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Compliance with these regulations would reduce impacts related to the routine transport, use, or disposal of hazardous materials to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

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



Partner Engineering conducted a Phase I Environmental Site Assessment (ESA), included in Appendix C, to determine the presence or likely presence of any hazardous substances or petroleum products in, on, or at the project site: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. During the assessment, Partner Engineering determined that the site was previously occupied by a gas and oil station, as well as a drycleaners. Another dry cleaning operation was also operated adjacent to the project site. No underground storage tanks (UST) were reported or identified at the project site. Further assessment was required to confirm the presence or absence of hazardous materials associated with either the gas and oil station or the dry cleaning operations (Partner Engineering, 2014).

To further assess the conditions on the project site, Partner conducted a Phase II Subsurface Investigation, included in Appendix C, to investigate the potential impact of petroleum hydrocarbons and/or volatile organic carbons (VOCs) to soil gas and/or soil as a consequence of a release or releases from the former gasoline service station, former automotive repair facility, and/or former dry cleaning facility. The geophysical survey did not identify the presence of any underground storage tanks or backfilled excavations. None of the soil samples contained concentrations of petroleum hydrocarbons or VOCs that were above the laboratory Practical Quantitation Limit (PQL) as well as residential and industrial Regional Screening Limits (RSLs). Each of the soil gas samples contained concentrations of perchloroethylene (PCE), a chlorinated solvent, that were both above residential and industrial soil gas screening levels. A soil gas sample also contained concentrations of trichloroethylene (TCE), an industrial solvent, exceeding the residential soil gas screening level, but below the industrial soil gas screening level. None of the other VOCs that were detected in concentrations above the lab PQLs exceeded residential or industrial soil gas screening levels. Based on the Subsurface Investigation, there is evidence of a release of hazardous materials from the project site and the potential exists for a vapor intrusion condition within the site building. However, these screening levels are general and for initial screening and do not take into account site-specific details (Partner Engineering, 2015). Mitigation measure HAZ-1 would be required as part of the project to reduce these impacts to a less than significant level.

Additionally, there is a potential that asbestos-containing materials (ACMs) are present at the project site. Overall, suspect ACMs were observed in good condition and do not appear to pose a health and safety concern to the occupants of the subject property at this time. Suspect ACMs would need to be sampled to confirm the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential exposure to workers and/or building occupants. The removal of any asbestos-containing materials would be required to comply with all applicable existing rules and regulations, including SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities). In addition, the proposed project would be required to comply with CalOSHA regulations regarding lead-based materials. The California Code of Regulations, §1532.1, requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed CalOSHA standards. Nonetheless, impacts associated with ACMs would be potentially significant unless mitigation measure HAZ-2 is incorporated.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED



c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?

The nearest school is Longden Elementary School, which is located approximately 0.4 miles north of the site. The project involves the construction of a five-story building that would include residential, retail, and restaurant uses. These uses do not typically emit or involve the handling of hazardous materials. Therefore, the project would not emit hazardous emissions or handle hazardous materials within one quarter mile of a school.

LESS THAN SIGNIFICANT IMPACT

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

The following databases compiled pursuant to Government Code Section 65962.5 were checked (March 20, 2015) for known hazardous materials contamination at the project site:

- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database;
- Geotracker search for leaking underground storage tanks (LUSTs); and
- The Department of Toxic Substances Control's Site Mitigation and Brownfields Database.

The project site was not listed in any of the above environmental databases nor are there any listed sites within 1,000 feet. Therefore, no impact would occur with respect to known hazardous material sites.

NO IMPACT

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

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The proposed project is over two miles northwest of the nearest airport, El Monte Airport. Additionally, there are no private airstrips located within two miles of the site. Therefore, there would be no impacts related to airports or airstrips.

NO IMPACT

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



The proposed project does not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. There would be no impact.

NO IMPACT

h) Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The City is an urbanized community and there are no wild lands in the project site vicinity. There would be no risk of exposing people or structures to a significant risk of loss, injury or death involving wild land fires. There would be no impact.

NO IMPACT

Mitigation Measures

The following mitigation measure would be required to reduce any potential impacts associated with hazardous and hazardous materials to a less than significant level.

HAZ-1 Human Health Risk Assessment. Prior to issuance of building permit, the applicant shall complete a human health risk assessment (HHRA) to evaluate the potential for vapor intrusion of known soil gas contaminants, TCE and PCE, into proposed project at levels of unacceptable risk. If an unacceptable risk is identified, the applicant shall develop a remedial action plan to reduce contaminants to below levels of regulatory concern. Any remediation activities, such as soil vapor extraction, shall be performed by qualified and licensed professionals in the particular problem identified and all work shall be performed under the supervision of the appropriate regulatory oversight program.

HAZ-2 Asbestos Survey and Abatement. Prior to the disturbance of any suspect asbestos-containing materials at the project site, a comprehensive survey, designed to determine if the suspect materials are regulated, shall be completed by the applicant. If such materials are identified and need to be disturbed, repaired or removed, a licensed abatement contractor shall be consulted to properly remove any asbestos in accordance with the requirements of SCAQMD Rule 1403.

Impacts would be less than significant after implementation of HAZ-1 and HAZ-2.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
-- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY

-- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Result in inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) Would the project violate any water quality standards or waste discharge requirements?

e) Would the project 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?

f) Would the project otherwise substantially degrade water quality?

Temporary site preparation, grading, and paving activities associated with the project may result in soil erosion that could degrade water quality. However, on-site activities would be required to comply with the requirements of the Temple City Municipal Code Chapter 8-3-2(D), National Pollutant Discharge Elimination System (NPDES) and Standard Urban Stormwater Mitigation Plan (SUSMP) Regulations. Specifically, proposed demolition and construction activities would be required to comply with Temple City Municipal Code Section 8-3-2(D), which requires that the City evaluate proposed projects using the guidelines and BMPs listed by the California Regional Water Quality Control Board, Los Angeles region, and the erosion and grading requirements of the city manager to ensure that the project has an effective mitigation plan in place to minimize runoff and erosion impacts from project activities. Examples of required BMPs include sediment traps, stockpile management, and material delivery and storage. Compliance with these requirements would reduce potential impacts to water quality during construction of the proposed project.

The northern portion of the project site currently contains a multi-tenant commercial building and parking lot. The southern portion is currently vacant and is occupied by a concrete slab foundation and asphalt-paved areas. The project may incrementally increase the amount of impervious surface on the site. The project would be required to comply with Ordinance 13-979 of the Temple City “Low Impact Development (LID) Manual”, to expand the applicability of the existing LID and Green Streets requirements by providing stormwater and rainwater LID strategies and Green Streets Policy for Development and Redevelopment projects. Therefore, no long-term change to hydrology or water quality would occur and the project would not violate any water quality standards. Compliance with existing requirements related to water quality would ensure that impacts would remain less than significant.

LESS THAN SIGNIFICANT IMPACT



b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

The proposed project involves the construction of commercial and residential development on a partially vacant lot and would incrementally increase water consumption. Water would be provided by the Sunny Slope Water Company, which receives its water from groundwater sources in the Main San Gabriel Basin and the Raymond Basin. However, as discussed in Section XVI, *Utilities and Service Systems*, the water demand associated with the proposed project would not substantially deplete groundwater supply. Therefore, the proposed development would not intrude into the groundwater table.

LESS THAN SIGNIFICANT IMPACT

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

d) Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

The proposed project would not involve alteration of a stream or river and would not substantially alter drainage patterns in the area. During construction of the proposed project, the drainage pattern could be temporarily altered and erosion could occur. However, construction activity would be required to comply with Temple City Municipal Code Section 8-3-2. This Section requires storm water runoff containing sediment, construction materials or other pollutants from a construction site to be reduced to the maximum extent practicable. This requirement would reduce temporary erosion-related effects.

LESS THAN SIGNIFICANT IMPACT

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

i) Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

j) Would the project result in inundation by seiche, tsunami, or mudflow?

The project site is not located within the FEMA Flood Zones or the Los Angeles County Floodplain or Floodway areas (LACO Department of Public Works, 2015). The proposed project would not involve construction of a structure that would impede flood flows. The project is not



located within a potential inundation area. The project site is approximately 25 miles from the Pacific Ocean and is not located within a seiche, tsunami, or landslide/ mudslide hazard zone (CA Department of Conservation, 2013).

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. LAND USE AND PLANNING				
-- Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project physically divide an established community?

The project site is surrounded by residential uses on three sides and is currently occupied by commercial and retail uses. The area, including the proposed project site, is urbanized with street and circulation patterns that would not be altered by the proposed project. There would be no impact.

NO IMPACT

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The project site is designated Commercial and zoned General Commercial/Temple City Boulevard Commercial. The project site is located in the Temple City Boulevard Commercial District (TCBCD) as identified in the Downtown Specific Plan (DSP). Mixed-use projects are identified as conditionally permitted uses in the TCBCD on page III-25 of the DSP. The project would have a maximum height of 64 feet and would exceed the height limit. The proposed project would exceed the height limit of be 45 feet or 3 stories for or lots over 20,001 square feet.



The City Council may establish a greater maximum building height if the project satisfies the criteria of the Design Incentives, establish in Subsection 8 of the DSP. The design features that can be used receive a height bonus include:

- Architectural Character and Massing – Exceptional design that is appropriate to the site and neighborhood, such as 360 degree architecture (architectural and design features incorporated on all sides of the building), balconies and/or bays on the upper levels overlooking the street, insets, recessed entry-ways, high quality windows (such as those with true divided light window sashes), natural building materials or synthetic materials that faithfully simulate the natural materials and have equal or better weathering characteristics.
- Residential Amenities – Well-designed functional common spaces and/or facilities, such as community rooms, gyms, pools, and outdoor dining/barbequing areas.
- Pedestrian Oriented Design Elements - Features that are visible and accessible to the public, including plazas, paseos, arcades, colonnades, fountains and other water features, public art, street furniture or other seating surfaces, and high quality hardscaping/paving materials.
- Conservation - Projects that incorporate sustainable building techniques and design in a manner consistent with certification at the “Silver” level under the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) rating system; Landscaping that utilizes native and drought-tolerant plants.

If the City Council finds that the project incorporates one of more of these design features, the project would be consistent with the applicable general plan, specific plan, and zoning ordinance requirements.

As described in Section I., *Aesthetics*, the proposed project would cast shadows over multifamily residences located north of the project site for more than 3 hours and would adversely impact adjacent residences. Implementation of AES-1 would reduce these impacts to a less than significant level and no further mitigation is required.

The project is not located in the coastal zone and is not subject to a Local Coastal Program. No changes to the General Plan land use or zoning designations are proposed or required.

POTENTIALLY SIGNIFICANT IMPACT

c) Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?

The project site is within an urban area characterized by residential and commercial development. The proposed project would replace an existing commercial building on a developed site. No habitat conservation plan or natural communities conservation plan would be affected by project implementation. See Section IV for further discussion. There would be impact.

NO IMPACT



Mitigation Measures

Implementation of Measure AES -1 would reduce impacts related to land use compatibility to a less than significant level.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES				
-- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

The project site and surrounding properties are part of an urbanized area with no current oil or gas extraction. The site has previously been developed and there are no known mineral resources on the site. There would be no impact.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE				
-- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XII. NOISE

-- Would the project result in:

c) A substantial permanent increase in ambient noise levels above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Overview of Sound Measurement

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's physical intensity is doubled, the sound level increases by 3 dBA, regardless of the initial sound level. For example, 60 dBA plus 60 dBA equals 63 dBA. Where



ambient noise levels are high in comparison to a new noise source, the change in noise level would be less than 3 dBA. For example, 70 dBA ambient noise levels are combined with a 60 dBA noise source the resulting noise level equals 70.4 dBA.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. For acoustically absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), ground attenuation of about 1.5 dBA per doubling of distance normally occurs. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dBA of noise reduction.

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S. The City has not adopted any thresholds or regulations addressing construction vibration.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The vibration thresholds established by the Federal Transit Administration (FTA) are 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools). The threshold for the proposed project is 72 VdB for residences during hours when people normally sleep, and 75 VdB for institutional land uses, such as Pacific Friends School (0.3 miles from the site). In terms of ground-borne vibration impacts on structures, the FTA states that ground-borne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings.

Regulatory Setting

California Government Code Section 63502(g)

The State of California Department of Health Services, Environmental Health Division, has published *Guidelines for Noise and Land Use Compatibility* (the *State Guidelines*). The *State Guidelines*, indicate that residential land uses and other noise-sensitive receptors generally should locate in areas where outdoor ambient noise levels do not exceed 65 to 70 dB(A) (CNEL or Ldn). The State Department of Housing and Community Development does require, however, that new multi-family units not be exposed to outdoor ambient noise levels in excess



of 65 dB(A) (CNEL or Ldn), and that, if necessary, sufficient noise insulation be provided to reduce interior ambient levels to 45 dB(A) Ldn/CNEL.

City of Temple City Noise Standards

The City of Temple City adopted its General Plan and Noise Element in April 1987. The Noise Element examines noise sources and provides information which may be used in setting land use policies to encourage noise-compatible uses and to aid in enforcement of a local noise ordinance. The Noise Element identifies the major existing and project future noise generators in the City, which include traffic on primary and secondary roadways. The Noise Element includes several policies on noise and acceptable noise levels and establishes land use compatibility categories for community noise exposure. The maximum acceptable noise level for the exterior of residential areas is 65 dBA CNEL or Ldn.¹ The maximum acceptable interior noise level for commercial retail, bank, and restaurant uses is 55 dBA CNEL. The maximum interior noise level for office and professional buildings uses is 50 dBA CNEL.

The City's Municipal Code includes Sound Level Standards within Chapter 9 Article 1, Regulation of Excessive Noise. The Article requires that no person create any sound on any property that causes the exterior sound level on any other occupied property to exceed the sound level standards shown in Table 11 below.

Table 11
Temple City General Sound Level Standards

Zone	7:00 A.M. to 10:00 P.M.	10:00 P.M. to 7:00 A.M.
Residential	55 dBA	45 dBA
Commercial	65 dBA	55 dBA
Industrial	75 dBA	75 dBA

The Noise Article specifies that private construction projects located 0.25 miles or more from an inhabited dwelling or within 0.25 miles of an inhabited dwelling, provided that construction does not occur between the hours of 7:00 P.M. and 7:00 A.M., are exempt from the provisions of the Noise Article. The City of Temple City code enforcement personnel and the Los Angeles County sheriff have the responsibility for enforcing these regulations and the public health department may assist (Section 9-11-6).

Existing Setting

The most common sources of noise in the project site vicinity are transportation-related, such as automobiles, trucks, buses and motorcycles. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. On March 2, 2015, Rincon Consultants, Inc. performed two 15-minute weekday noise measurements using an ANSI Type II integrating sound level meter. The noise monitoring results are summarized in Table 12.

¹ The Day-Night average level (Ldn) and the Community Noise Equivalent Level (CNEL) are two commonly used noise metrics. The Ldn is a 24-hour average noise level that adds 10 dBA to actual nighttime (10:00 PM to 7:00 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the Ldn, except it also adds a 5 dBA penalty for noise occurring during the evening (7:00 PM to 10:00 PM).



Table 12
Noise Measurement Results

Measurement Number	Measurement Location	Primary Noise Source	Leq (dBA) ¹
1	50' from Temple City Boulevard	Traffic	66.1
2	Alley Way on the South Side of the Parcel	Traffic and Retail Activity	56.2

Source: Rincon Consultants, Inc. Recorded during field visit using ANSI Type II Integrating sound level meter. See Appendix D for noise measurement results.

¹ *The equivalent noise level (Leq) is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). For this measurement the Leq was over a 15-minute period.*

Noise levels in the vicinity of the project site ranged from about 56 to 66 dBA Leq. The primary sources of roadway noise near the project site are automobiles traveling on Temple City Boulevard. Based on the noise measurement results, existing exterior ambient noise conditions are in exceedance of Temple City noise standards.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise sensitive land uses typically include residences, hospitals, schools, guest lodging, libraries, and parks. Noise sensitive land uses in the area are predominantly single-family residences. The proposed project consists of multifamily residential dwelling units which would be considered sensitive receptors once constructed. Traffic noise on Woodruff Avenue and Temple City Boulevard is the main noise source as it abuts the project site to the north and east. The nearest sensitive receptors that would be affected by noise generated by construction and operation of the proposed project include existing residences immediately adjacent 25 feet to the west of the project site.

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

c) Would the project result in a substantial permanent increase in ambient noise levels above levels existing without the project?

Operational Noise

Existing uses near the project site may periodically be subject to noises associated with operation of the proposed project, including noise that is typical of commercial and residential development such as conversations, music, delivery trucks, and noise associated with rooftop ventilation and heating systems. The closest sensitive receptors are the residences located approximately 25 feet west of the project site.

The proposed project involves restaurant, retail, and residential uses. The main entrances to these uses would be located on Temple City Boulevard. Residents may also access the building through the subterranean garage. There would also be an outdoor central garden area on the second floor.



Rooftop ventilation and heating systems would be onsite noise generators. Noise levels from commercial heating, ventilation and air conditioning (HVAC) equipment can reach 100 dBA at a distance of three feet (EPA, 1971). This equipment usually has noise shielding cabinets placed on the roof or is within mechanical equipment rooms. Typically, the shielding and location of these units reduces noise levels to no greater than 55 dBA at 50 feet from the source. The rooftop HVAC systems would be 65 feet vertically over adjacent residences, and at least 25 feet away. Assuming a 6 dBA decrease per doubling of distance, noise from HVAC systems at the nearest sensitive receptors would be 54 dBA. Noise at this level would be lower than ambient noise in the area and would be barely perceptible at the nearby residences. Therefore, operational noise impacts from HVAC equipment would be less than significant.

Operation of the proposed commercial uses of the project could involve delivery trucks and trash hauling trucks going to and from the project site. An individual delivery truck can generate noise of up to 85 dBA, which could be disruptive if it were to occur at night or in the early morning hours. However, noise generated by daytime deliveries and trash pickups would not adversely affect nearby sensitive receptors due to their relatively low frequency and the lower noise level sensitivity of receptors during the day when deliveries would occur.

Onsite parking would be enclosed in a parking garage with the entrance to subterranean parking located along the public alleyway on the west side of the site and the entrance to ground level parking for mostly commercial uses located on Woodruff Avenue. Therefore, noise associated with vehicular movement in parking areas would not be audible to nearby sensitive receptors.

The proposed project would increase the number of vehicle trips to and from the site, which would incrementally increase traffic noise on study area roadways. The project could therefore incrementally increase noise at neighboring uses. As shown on Table 12, existing measured ambient noise levels along roadway segments in the project vicinity during non-peak hours range from 56.2 dBA to 66.1 dBA. Noise levels on Woodruff Avenue and Temple City Boulevard during the peak period were estimated using the Federal Highway Administration Traffic Noise Model (TNM) Version 2.5 (U.S. Department of Transportation, Federal Highway Administration [FHWA], April 2004) (noise modeling data sheets are provided in Appendix D). The model calculations are based on the buildout traffic volumes during peak hour forecast in the Traffic and Circulation Study performed by Associated Transportation Engineers on June 4, 2015. Table 13 shows the change in noise level due to project-related traffic in existing and future conditions.



**Table 13
 Operational Roadway Noise Exposure**

Roadway	Projected Peak Hour Noise Level (dBA Leq)				Change In Noise Level (dBA Leq)		
	Existing (1)	Existing + Project (2)	Opening Year (3)	Cumulative Future + Project (4)	Change Under Existing Conditions (2 minus 1)	Opening Year Change (3-1)	Project's Cumulative Contribution (4 minus 3)
Woodruff Ave South	67.9	67.9	68.1	68.1	0.0	0.2	0.0
Woodruff Ave North	68.0	68.0	68.2	68.2	0.0	0.2	0.0

Refer to Appendix D for full noise model output.

Source: Federal Highway Administration Traffic Noise Model Version 2.5; Traffic counts from Associated Traffic Engineers Traffic Impact Study

Notes: Noise levels presented do not account for attenuation provided by existing barriers or future barriers; therefore, actual noise levels at sensitive receptor locations influenced by study area roadways may in many cases be lower than presented herein.

Assumes distance of 50 feet from roadway center line to sensitive receptor.

As shown in Table 13, the trips generated by the proposed project would not cause any increase in existing conditions and an increase of 0.2 dBA in the opening year. The projects contribution to cumulative roadway noise is estimated to be 0.0 dBA. As such, the additional traffic that would be generated by the project wouldn't measurably increase noise compared to either current or cumulative future conditions. The lack of increase in roadway noise is due to the proposed project not generating additional new trips to Woodruff Avenue. As discussed above, a 3 dBA change in community noise levels is generally noticeable, while 1-2 dBA changes generally are not perceived. This incremental increase of 0.2 dBA in noise in opening year would not be perceptible to nearby sensitive receptors. Therefore, operational noise impacts from project generated traffic would be less than significant.

While the TCMC does not list interior noise level standards, standard new residential construction typically provides a reduction of exterior-to-interior noise levels of 25 dBA or more (Federal Transit Administration, May 2006). As discussed above, the State Department of Housing and Community Development does require, however, that new multi-family units not be exposed to outdoor ambient noise levels in excess of 65 dB(A) (CNEL or Ldn), and that, if necessary, sufficient noise insulation be provided to reduce interior ambient levels to 45 dB(A) Ldn/CNEL. Since the residential uses of the proposed project would begin on the second floor, where noise attenuation would lead to some reduction in exterior noise, in addition to being built according with standard modern exterior-to-interior noise reducing techniques, the propose residences would not be subject to significant exterior-to-interior noise levels. Therefore, impacts to new residences would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Operation of the proposed project would not perceptibly increase groundborne vibration or groundborne noise on the project site above existing conditions, due to the proposed



commercial and residential nature of the proposed project. Construction of the proposed project could potentially increase groundborne vibration on the project site, but construction effects would be temporary. Based on the information presented in Table 14, vibration levels could reach approximately 86 VdB at the residences near to the site, which are approximately 25 feet west of the project site.

**Table 14
Vibration Source Levels for Construction Equipment**

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Source: Federal Railroad Administration, 1998

As discussed above, 100 VdB is the general threshold where minor damage can occur in fragile buildings. Because vibration levels would not reach 100 VdB, structural damage would not occur as a result of construction activities. This vibration levels at the residential units 25 feet west of the project site would exceed the groundborne velocity threshold level of 72 VdB established by the Federal Transit Administration for residences and buildings where people normally sleep. However, as discussed above, the TCMC prohibits construction activities between the hours of 7:00 PM and 7:00 AM. Therefore, construction would not occur during recognized sleep hours for residences and vibration effects would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Construction Noise

Noise levels from construction of the proposed project would result from construction of the structure and traffic noise from construction vehicles. Nearby noise-sensitive land uses, including the residences immediately west of the project site, would be exposed to temporary construction noise during development of the proposed project. Noise impacts are a function of the type of activity being undertaken and the distance to the receptor location. Construction activity is expected to occur over a period of approximately 24 months. Table 15 shows the typical noise levels at construction sites.



**Table 15
 Typical Noise Levels at Construction Sites**

Equipment Onsite	Typical Level (dBA) 25 Feet from the Source	Typical Level (dBA) 50 Feet from the Source	Typical Level (dBA) 100 Feet from the Source
Air Compressor	87	81	75
Backhoe	86	80	74
Concrete Mixer	91	85	79
Crane, mobile	89	83	77
Dozer	91	85	79
Jack Hammer	94	88	82
Paver	95	89	83
Saw	82	76	70
Truck	94	88	82

Noise levels assume a noise attenuation rate of 6dBA per doubling of distance.
 Source: Federal Transit Administration (FTA), May 2006

As shown in Table 15, typical construction noise levels at 25 feet from the source range from about 86 to 95 dBA. These levels exceed ambient noise in the area and would be audible to nearby residents. However, as discussed above, the TCMC prohibits construction activities between the hours of 7:00 PM and 7:00 AM. Additionally, standard conditions of approval that would be applied to the project include a condition which would limit the construction activities to Monday to Saturday from 7:00 A.M. to 6:00 P.M and not allow construction Sundays or national holidays. Therefore, construction would not occur during recognized sleep hours for residences. Nevertheless, because project construction would be a substantial source of noise and would occur in close proximity to adjacent residences to the west, impacts are potentially significant and mitigation measure N-1 is required for construction activities associated with the proposed project.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

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 expose people residing or working in the project area to excessive noise levels?

The proposed project is over two miles northwest of the nearest airport, El Monte Airport. There would be no impact from airport noise.

NO IMPACT



f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?

The proposed project is not located in the vicinity of a private airstrip and would not expose people residing or working in the project area to excessive noise. There would be no impact.

NO IMPACT

Mitigation Measures

- N-1 Noise Reduction Measures.** Temporary construction impacts would be reduced through implementation of the following noise reduction measures:
- Noise and groundborne vibration construction activities whose specific location on the Project Site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.
 - When possible, construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
 - Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use.
 - The project contractor shall use the newest available power construction equipment with standard recommended noise shielding and muffling devices.
 - The local power grid should be used for all feasible equipment to limit generator noise. No generators larger than 25 KVA should be used and, in cases where a generator is necessary, it should have a maximum noise muffling capacity and be operated at the lowest power setting required to minimize the resulting noise. All variable message/sign boards shall be solar powered or connected to the local power grid.
 - Temporary noise barriers should be made of noise-resistant material sufficient to achieve a Sound Transmission Class (STC) rating of STC 30 or greater, based on sound transmission loss data taken according to ASTM Test Method E90. Such a barrier may provide as much as a 10 dB insertion loss, provided it is positioned as close as possible to the noise source or to the receptors. To be effective, the barrier must be long and tall enough (we recommend a standard minimum height of 8 feet) to completely block the line-of-sight between the noise source and the receptors. The gaps between adjacent panels must be filled-in to avoid having noise penetrate directly through the barrier.
 - All construction truck traffic shall be restricted to truck routes approved by the City, which shall avoid residential areas and other sensitive receptors to the extent feasible.
 - Two weeks prior to the commencement of construction at the Project Site, notification shall be provided to the immediate surrounding off-site residential, school, and memorial park properties that discloses the construction schedule, including the various types of activities and



equipment that would be occurring throughout the duration of the construction period.

- Equipment warm-up areas, water tanks, and equipment storage areas shall be located a minimum of 45 feet from abutting sensitive receptors.

Project construction would represent a temporary source of noise at the project site. Mitigation Measures N-1(a) through N-1(i) require implementation of noise reduction devices and techniques during construction, and would reduce the noise levels associated with construction of the proposed project to the maximum extent feasible. Thus, the proposed project would be in compliance with the TCMC with respect to construction and would not violate the noise standards established in the TCMC. Implementation of the maximum feasible construction noise reduction measures would reduce this impact to a less-than-significant level.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING

-- Would the project:

a) Induce substantial 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project consists of the construction of 75 residential condominiums consisting of 20 one-bedroom units, 47 two-bedroom units and 8 three-bedroom units. The California Department of Finance (DOF) states that the population of Temple City in 2014 was 36,275. The Southern California Association of Governments (SCAG) estimates that the City’s population will increase to 39,000 by 2035, an increase of 2,725.

The DOF estimates that there are approximately 3.09 persons per household in Temple City (Department of Finance, 2015). Based on this average, the 75-unit project would accommodate approximately 232 people. This would increase the population of Temple City to 36,507. The population increase associated with the proposed project is within the population forecast for the City. The level of population increase associated with the proposed project is within the



population forecast and the physical environmental impacts associated with this increased population growth have been addressed in the individual resources sections of this Initial Study.

LESS THAN SIGNIFICANT IMPACT

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

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

There are no housing units on the project site or people residing on the project site in any form of temporary housing. Therefore, the project would not displace any existing housing units or people.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a (i) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental



facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

The Los Angeles County Fire Department (LACFD) would provide fire protection services at the project site. The project site is located in an urbanized area surrounded by a mix of residential and commercial uses. The nearest fire station within the project study area is Fire Station 47, located at 5946 Kauffman Avenue. Fire Station 47 is staffed with a 3-Person Engine (1-Captain, 1-Fire Fighter Specialist and 1-Fire Fighter/Paramedic) and a 2-Person Paramedic Squad (2-Fire Fighter/Paramedics). Service ratios for the Station cannot be determined because LACFD does not calculate service-to-population ratios. Such ratios do not properly reflect the need for fire protection and emergency medical services because they do not account for demand caused by non-residential structures, vehicular incidents, transient population, and vacant land with combustible vegetation (Loretta Bagwell, LACFD, personal communication, June 18, 2015).

The proposed project would involve construction of a commercial and residential development on a lot with existing commercial development on its northern portion. The DOF estimates that there are approximately 3.09 persons per household in Temple City (Department of Finance, 2015). Based on this average, the 75 residential units proposed for the project would accommodate approximately 232 people. This would increase the population of Temple City to 36,507 from the current 36,275; therefore, increasing demand of fire protection services. Based on personal communication with LACFD, fire protection serving the area appears to be adequate for the existing development and land use. While each additional development creates greater demands on existing resources, the project would have a negligible effect on fire service standards and would not require new or expanded facilities (Loretta Bagwell, June 18, 2015).

In addition, as identified in Section 3-1-0 of the Zoning Code, Temple City has adopted the consolidated fire protection district of Los Angeles County (district) Fire Code as the Fire Code for the City. The Fire Code contains regulations related to construction, maintenance and design of buildings and land uses. The proposed project would be required to comply with applicable Fire Codes. With adherence to existing regulations, the proposed project would not result in the need for new or expanded fire facilities. Therefore, impacts related to fire protection would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a (ii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Law enforcement services in Temple City are provided by contract with the Los Angeles County Sheriff's Department (LASD). Protection services include emergency and non-emergency police response, routine police patrols, investigative services, traffic enforcement, traffic investigation, and parking code enforcement. The sheriff's station nearest to the project site is located at 8838 Las Tunas Drive, approximately one mile west of the project site within the East Patrol Division of LASD (LASD, 2015) The estimated resident population of the Station's service area is 192,263. As of January 1, 2015, the Station is staffed by 195 sworn



deputies and 47 civilian employees. There are currently 49 patrol vehicles, 3 motorcycles, and 23 other law enforcement vehicles assigned to the Station. The Station is also supported by other Department assets, including helicopters, fixed-wing aircraft, emergency operations equipment, search and rescue equipment, and mounted patrol. Based on the estimated resident population of the Station's service area, the Station's current service ratio is one deputy per 986 residents. Based on the generally accepted service ratio of one officer per thousand urban residents, the Station is sufficiently staffed. On average, the Station's response times throughout the service area are as follows: 3.8 to 6.8 minutes for emergent calls for service; 8 to 10.1 minutes for priority calls for service, and; 40.4 to 67.3 for routine calls for service. Response times are variable because responding units may be on patrol and are not necessarily dispatched from the Station. Due to the relative proximity of the Station and proposed Project, the Station's response times to calls for service from the proposed Project are expected to fall within the time ranges described above (County of Los Angeles Sheriff's Department, 2015 [Appendix E]).

The project involves construction of a mixed use building with 15,000 square feet of commercial space and 75 residential units. As described in Section XIII, *Population and Housing*, the project would add approximately 232 residents to the City. These additional residents would incrementally increase the demand for police protection services by increasing the Temple Station's service population to 192,495. This would increase the current service ratio of one deputy per 986 residents to one deputy per 987 residents. However, Los Angeles County monitors sheriff staffing levels as part of the annual budgeting process to ensure that adequate protection can continue even after new development projects are approved and constructed. In addition, the Temple Station expects the proposed project will have a less than significant impact on resources and operations. This assessment is based largely on the fact that the project site is already within the Station's service area, and, although the proposed project would increase the local resident population, daytime population, and daily vehicle trips, such increases would be less than significant and would not require new or expanded facilities (County of Los Angeles Sheriff's Department, 2015).

LESS THAN SIGNIFICANT IMPACT

a (iii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 schools?

Temple City residents are served by eight public schools in Temple City Unified School District (TCUSD) and an additional seven private schools. In addition to the TCUSD, residents are also served by schools within the Arcadia Unified School District, El Monte City School District, and Rosemead School District (Temple City Mid-Century Plan, 2014). The project site is located within TCUSD. Schools within this district in Temple City include Cloverly Elementary School, La Rosa Elementary School, Longden Elementary School, Oak Avenue Intermediate School, Temple City High School, and Doug Sears Learning Center. Emperor Elementary School is located in the City of San Gabriel and falls within the TCUSD. The District has a total enrollment capacity of 6,000 students with a current enrollment of 5,700 students (Daniel Rodriguez, Senior Project Manager Consultant, Telacu Construction Management, Personal Communication, June 12, 2015). Construction of the proposed project would accommodate an estimated 232 new residents to the area and would be expected to include school-aged children



who would attend local schools. The students generated by the proposed project would represent an incremental increase in the students served by TCUSD schools and would fall within the capacity for the District.

In addition, Government Code 65995 (b) establishes the base amount of allowable developer fees a school district can collect from development projects located within its boundaries. The fees obtained by TCUSD are used to maintain the desired school capacity and the maintenance and/or development of new school facilities, thus eliminating impacts to school services as a result of the proposed project. The project proponents for any future residential developments would be required to pay the state-mandated school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees “...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization. Therefore, impacts to schools within the vicinity of the project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a (iv) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

See Section XV, *Recreation*, for a discussion on impacts to parks.

a (v) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

The County of Los Angeles Public Library provides library service to over 3.5 million residents living in unincorporated areas and to residents of 51 of the 88 incorporated cities of Los Angeles County, including Temple City. Library services within the City are provided by the Temple City Library. The proposed project would accommodate an estimated 232 new residents to the area, which may incrementally increase the demand for library services within Temple City. However, Temple City’s libraries are funded by property taxes, which are levied throughout all Los Angeles County unincorporated areas and contract cities. The payment of these property taxes would adequately offset project related fiscal impacts to library services and the incremental increase in library demand would not create the need for new or expanded facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XV. RECREATION

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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?

Temple City has 2 parks, Live Oak Park and Temple City Park, which total 18 acres. Live Oak Park offers a playground area, picnic shelters, one full and two half basketball courts, seven tennis courts and fields for baseball, softball, soccer and football. Temple City Park, consists of the Performing Arts Pavilion, a small playground, seven picnic tables, two barbecue pits and restroom facilities. Temple City Park is located approximately 0.2 miles west of the project site and Live Oak Park is approximately 0.8 miles southwest of the site.

Based on the DOF population for Temple City in 2014 of 36,275, there is approximately 0.5 acres of parks per 1,000 residents. The proposed project would accommodate approximately 232 people. This would increase the population of Temple City to 36,507 and the amount of parkland per 1,000 residents would remain at 0.5 acres. The City will require the payment of park fees, as specified in the Temple City Municipal Code’s New Construction Park Fees ordinance, and as further specified in the adopted fee schedule, to offset any incremental increase in park demand which may result from the proposed development. The payment of required park fees would be used to maintain, construct or dedicate parks within the City. Impacts on existing City parks would be less than significant.

LESS THAN SIGNIFICANT IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC				
-- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A traffic and circulation study dated June 4, 2015 was prepared by Associated Traffic Engineers for the proposed project (see full report in Appendix F). The analysis contained in this section is partially based on the traffic impact analysis.

Methodology

The traffic impact study follows the Los Angeles County Department of Public Works Traffic Impact Analysis Report Guidelines (1997). The preferred Level of Service (LOS) analysis method for signalized intersections is the Intersection Capacity Utilization (ICU) method,



assuming roadway/intersection capacity standards of 1,600 vehicles per hour per lane with 2,880 vehicles for dual left turn lanes. Levels of service for stop-sign controlled intersections are assessed using the unsignalized methodology outlined in the Highway Capacity Manual (HCM).

The traffic impact study analyzes LOS for the following scenarios:

- Existing Conditions
- Existing + Project Conditions
- Opening Year Conditions 2018
- Opening Year + Project Conditions
- Cumulative Conditions

The traffic impact study analyzes LOS for the following intersections:

- Temple City Boulevard/Garibaldi Avenue
- Temple City Boulevard/Woodruff Avenue
- Las Tunas Drive/Cloverly Avenue
- Las Tunas Drive/Primrose Avenue
- Las Tunas Drive/Temple City Boulevard
- Las Tunas Drive/Camellia Avenue
- Las Tunas Drive/Kauffman Avenue
- Temple City Boulevard/Live Oak Avenue

Thresholds of Significance

Table 16 shows the traffic impact criteria for determining significant impacts generated by the Project and/or other related impacts as described in the Traffic Impact Analysis Report Guidelines 1997 by the Los Angeles County Department of Public Works.

**Table 16
 Los Angeles County Traffic Impact Criteria**

Pre-Project Conditions		Project Increase in V/C
LOS	V/C	
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

Project Trip Generation

Trip generation forecasts were developed for the project by ATE and City staff. The trip generation analysis for the proposed project assumes that 50% of the commercial square footage (7,500 SF) would be occupied by restaurants, which generate higher traffic volumes on a square-foot basis than general retail uses. The remaining 50% of the commercial square footage (7,500) is assumed to be occupied by general retail uses.



Trip generation estimates were calculated for the proposed project using rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012 and Los Angeles County rates. The ITE rates for High Turnover Sit-Down Restaurant (ITE Code 932) were used for the proposed restaurant square footage; the ITE rates for Specialty Retail (ITE Code 826) were used for the retail square footage; and the Los Angeles County rates were used for the proposed condominiums.

Given the mix of commercial and residential land uses, there will be some trips made internally within the site that would not affect the off-site street network. “Internal Capture” trips include interactions between the commercial and residential uses. The ITE mixed-use traffic model was used to determine the number of trips that would be captured within the site during the critical A.M. and P.M. peak hour time periods. The mixed-use model found that 15% of the A.M. peak hour trips and 28% of the P.M. peak hour trips would be internal to the site. However, City staff recommended using a more conservative estimate of 10% for the internal capture trips.

The trips generated by existing uses were also accounted for in the trip generation analysis. The ITE rates for Specialty Retail (ITE Code 826) were used to estimate the traffic generated by the existing retail square footage that will be removed from the site.

Table 17 summarizes the trip generation analysis.

Table 17
Project Trip Generation

Scenario/Land Use	Size	ADT		A.M. Peak		P.M. Peak	
		Rate	Trips	Rate	Trips	Rate	Trips
Proposed Project							
Restaurants	7,500 SF	127.15	954	10.81	81	9.85	74
Retail	7,500 SF	44.43	332	6.84	51	2.71	20
Condos	75 units	8.00	<u>600</u>	0.54	<u>41</u>	0.73	<u>55</u>
Totals			<u>1,886</u>		<u>173</u>		<u>149</u>
Internal Trips (10%)			189		17		15
External Trips (90%)			1,679		156		134
Existing Uses							
Retail	5,210 SF	44.32	231	6.84	36	2.71	14
Net New Trips(a)			1,466		120		120

Cumulative Conditions

Cumulative conditions were forecast by assuming the Opening Year + Project traffic forecasts plus cumulative projects. Two projects were identified for the cumulative scenario: 1) Camellia Square, a commercial center at 5570 Rosemead Boulevard, and 2) Linden Walk, a residential project located at 9250 Lower Azusa Road.

a) Would the project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?

As shown in Table 17, the project is forecast to generate 1,886 ADT, with 173 trips occurring during the A.M. peak hour and 149 trips occurring during the P.M. peak hour. The total number



of trips that would be external to the site (90%) are 1,679 ADT, 156 A.M. peak hour trips and 134 P.M. peak hour trips. The existing uses on the site generate 231 ADT, 36 A.M. peak hour trips, and 14 P.M. peak hour trips so the net increase in traffic would be 1,466 ADT, 120 A.M. peak hour trips, and 120 P.M. peak hour trips.

Levels of service were calculated for the study-area intersections assuming the Existing + Project volumes. Tables 18 and 19 compare the Existing and Existing + Project peak hour levels of service and identify impacts based on Los Angeles County traffic impact criteria.

Table 18
Existing + Project Levels of Service – A.M. Peak Hour

Intersection	Existing		Existing + Project		Project Added	
	ICU	LOS	ICU	LOS	V/C	Significant Impact?
Temple City Boulevard/Garibaldi Avenue	0.628	LOS B	0.630	LOS B	0.002	NO
Temple City Boulevard/Woodruff Avenue	0.542	LOS A	0.553	LOS A	0.011	NO
Las Tunas Drive/Cloverly Avenue	0.501	LOS A	0.508	LOS A	0.007	NO
Las Tunas Drive/Primrose Avenue	0.474	LOS A	0.485	LOS A	0.011	NO
Las Tunas Drive/Temple City Boulevard	0.791	LOS C	0.806	LOS D	0.015	NO
Las Tunas Drive/Camellia Avenue	0.484	LOS A	0.487	LOS A	0.003	NO
Las Tunas Drive/Kauffman Avenue	0.493	LOS A	0.495	LOS A	0.002	NO
Temple City Boulevard/Live Oak Avenue	0.619	LOS B	0.620	LOS B	0.001	NO



**Table 19
Existing + Project Levels of Service – P.M. Peak Hour**

Intersection	Existing		Existing + Project		Project Added	
	ICU	LOS	ICU	LOS	V/C	Impact?
Temple City Boulevard/Garibaldi Avenue	0.520	LOS A	0.522	LOS A	0.002	NO
Temple City Boulevard/Woodruff Avenue	0.535	LOS A	0.566	LOS A	0.031	NO
Las Tunas Drive/Cloverly Avenue	0.583	LOS A	0.586	LOS A	0.003	NO
Las Tunas Drive/Primrose Avenue	0.500	LOS A	0.507	LOS A	0.007	NO
Las Tunas Drive/Temple City Boulevard	0.866	LOS D	0.876	LOS D	0.010	NO
Las Tunas Drive/Camellia Avenue	0.517	LOS A	0.521	LOS A	0.004	NO
Las Tunas Drive/Kauffman Avenue	0.505	LOS A	0.507	LOS A	0.002	NO
Temple City Boulevard/Live Oak Avenue	0.582	LOS A	0.584	LOS A	0.002	NO

As show in tables 18 and 19, the project would not significantly impact any study area intersections with Existing + Project traffic volumes based on the City’s impact criteria.

The trips generated by the two cumulative projects were assigned to the study-area street network and then added to the Opening Year + Project traffic forecasts to develop the Cumulative forecasts. Tables 20 and 21 compare the Opening Year + Project and Cumulative peak hour levels of service for the study area intersections. The tables also identify cumulative impacts based on the City’s adopted impact criteria.



**Table 20
 Cumulative Levels of Service – A.M. Peak Hour**

Intersection	Opening Year + Project		Cumulative		Project Added	
	ICU	LOS	ICU	LOS	V/C	Impact?
Temple City Boulevard/Garibaldi Avenue	0.651	LOS B	0.652	LOS B	0.001	NO
Temple City Boulevard/Woodruff Avenue	0.566	LOS A	0.567	LOS A	0.001	NO
Las Tunas Drive/Cloverly Avenue	0.523	LOS A	0.541	LOS A	0.018	NO
Las Tunas Drive/Primrose Avenue	0.498	LOS A	0.519	LOS A	0.021	NO
Las Tunas Drive/Temple City Boulevard	0.832	LOS D	0.847	LOS D	0.015	NO
Las Tunas Drive/Camellia Avenue	0.503	LOS A	0.515	LOS A	0.012	NO
Las Tunas Drive/Kauffman Avenue	0.510	LOS A	0.523	LOS A	0.013	NO
Temple City Boulevard/Live Oak Avenue	0.636	LOS B	0.638	LOS A	0.002	NO

**Table 21
 Cumulative Levels of Service – P.M. Peak Hour**

Intersection	Opening Year + Project		Cumulative		Project Added	
	ICU	LOS	ICU	LOS	V/C	Impact?
Temple City Boulevard/Garibaldi Avenue	0.538	LOS A	0.539	LOS A	0.001	NO
Temple City Boulevard/Woodruff Avenue	0.579	LOS A	0.580	LOS A	0.001	NO
Las Tunas Drive/Cloverly Avenue	0.604	LOS B	0.623	LOS B	0.019	NO
Las Tunas Drive/Primrose Avenue	0.523	LOS A	0.543	LOS A	0.020	NO
Las Tunas Drive/Temple City Boulevard	0.907	LOS E	0.920	LOS E	0.013	YES
Las Tunas Drive/Camellia Avenue	0.540	LOS A	0.555	LOS A	0.015	NO
Las Tunas Drive/Kauffman Avenue	0.524	LOS A	0.536	LOS A	0.012	NO
Temple City Boulevard/Live Oak Avenue	0.596	LOS B	0.598	LOS A	0.002	NO

As shown above in tables 20 and 21, all but one of the study area intersections are forecast to operate at LOS D or better under Cumulative conditions, which meets the Los Angeles County



LOS D standard. The Las Tunas Drive/Temple City Boulevard intersection is forecast to operate at LOS E during the P.M. peak hour period under Cumulative conditions and the Cumulative projects would result in a V/C increase of 0.013, which is considered a significant cumulative impact based on the Los Angeles County traffic impact criteria.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

b) Would the project 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?

The Los Angeles County Congestion Management Program (CMP) requires an analysis of all arterial segments and arterial monitoring intersections on the CMP roadway network where the project adds 50 or more peak hour trips. Additionally, the CMP would require that all mainline freeway monitoring locations be evaluated where the project adds 150 or more peak hour trips. The project would not add 150 or more peak hour trips to any freeway segment; therefore, a CMP freeway analysis is not required. The nearest CMP arterial to the project is Rosemead Boulevard (State Route 19), approximately 0.7 miles to the west. The project would not add 50 trips to Rosemead Boulevard. Therefore, a CMP analysis is not required and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Given the fact that the project site is located over two miles northwest of the nearest airport, El Monte Airport, the project would not present any impediments to air traffic, and would not affect air traffic patterns. Therefore, there would be no impact from air traffic patterns.

NO IMPACT

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

The proposed project would not introduce any design features such as sharp curves or incompatible uses to the project site that would substantially increase hazards at the site. Access is proposed via one driveway on Woodruff Avenue and three driveways on the alleyway that runs along the west side of the project site. The layout of the driveways and internal roadways would be straightforward and unconstrained, and would adequately serve the intended traffic. Therefore, impacts related to hazards due to design features or incompatible uses would be less than significant.

LESS THAN SIGNIFICANT IMPACT



e) Would the project result in inadequate emergency access?

The project would not result in inadequate emergency access because it would be subject to LACoFD review of site plans, site construction, and the actual structures prior to occupancy to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. The Los Angeles Sheriff's Department (LASD) also would review the proposed ingress and egress to ensure that site access is adequate for police protection. Therefore, impacts related to inadequate emergency access would be less than significant.

LESS THAN SIGNIFICANT IMPACT

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?

The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities. Various alternatives to driving to the site are present. Currently the project site can be accessed via sidewalks with handicap ramps along Temple City Boulevard and Woodruff Avenue. The bus stop nearest to the project is at the northeast corner of Temple City Boulevard and Woodruff Avenue. The Los Angeles County Metropolitan Transportation Authority (Metro) bus line 267/264 provides service in Pasadena, Altadena, City of Hope, and El Monte, with Temple City included as a stop in between. Further south along Temple City Boulevard there is another bus stop near the intersection of Temple City Boulevard and Las Tunas Drive serviced by Metro bus line 078/079/378 which provides service between Downtown Los Angeles and Arcadia.

The proposed project is required to be constructed according to City and LACoFD regulations pertaining to ingress and egress, which would prevent hazardous conditions conflicting with alternative modes of transportation. Section 9-1E-23 of the Temple City Municipal Code requires nonresidential developments of at least 25,000 square feet to provide or display public or alternative transit information. However, the proposed project only includes 15,000 square feet of nonresidential development and therefore is not subject to this requirement. Therefore, the project would have a less than significant impact with respect to adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, and would not otherwise substantially decrease the performance or safety of such facilities.

LESS THAN SIGNIFICANT IMPACT

Mitigation Measures

Project-Specific Mitigation Measures

There are no significant project-specific traffic impacts and therefore no mitigation is necessary.

Cumulative Mitigation Measures



Mitigation Measure T-1 or T-2 is required to reduce the cumulative significant traffic impact forecast at the Las Tunas Drive/Temple City Boulevard intersection, which is forecast to operate at LOS E during the P.M. peak hour period under Cumulative conditions.

T-1 Northbound Right-Turn Lane at Temple City Boulevard/Las Tunas Boulevard.

A northbound right turn lane shall be implemented on Temple City Boulevard at the intersection with Las Tunas Drive by restriping the south leg of the intersection and/or via minor widening of the south leg. The curb-to-curb width of Temple City Boulevard is 64 feet. Restriping the lanes to provide two 11-foot southbound through lanes, one 10-foot northbound left-turn lane, two 11-foot northbound through lanes, and one 10-foot lane northbound right-turn lane could be accomplished within the existing curb-to-curb width. This improvement would provide LOS D (V/C 0.885) during the P.M. peak hour under Cumulative conditions. This mitigation would require removal of four parallel parking spaces on the west side of the street between Las Tunas Drive and the first commercial driveway south of Las Tunas Drive. The plans for a northbound right-turn lane on Temple City Boulevard shall be submitted by the applicant to the City for review and approval prior to issuance of a building permit and construction shall be completed prior to the issuance of the Certificate of Occupancy.

T-2 Reduced Project Size. The impact analysis assumed that the 15,000 SF of commercial space would be 7,500 SF of restaurants and 7,500 SF of general retail uses. The following mitigation options are required to reduce project trip generation by a minimum of 10%:

- Changing the mix to 5,000 SF of restaurant and 10,000 SF of general retail uses. Or;
- Reducing the overall commercial area to 12,000 SF with 6,000 SF of restaurant and 6,000 SF of general retail uses would reduce the P.M. peak hour tip generation by 10% and mitigate the impact. Or;
- Reducing the overall project size (reduction in residential uses and commercial uses) to accomplish the 10% reduction in traffic.

Revised site plans shall be submitted to the City for review and approval illustrating compliance with one of the options listed above prior to issuance of a building permit.

Following implementation of mitigation measures T-1 or T-2, the Las Tunas/Temple City Boulevard intersection would operate at LOS D during the P.M. peak hour period under Cumulative conditions, reducing impacts related to applicable plans, ordinances, or policies to less than significant.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS				
-- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Under Section 402 of the Federal Clean Water Act (CWA), the Regional Water Quality Control Board (RWQCB) issues National Pollutant Discharge Elimination System (NPDES) permits to regulate waste discharges to "waters of the U.S.," which includes rivers, lakes, and their tributary waters. Waste discharges include discharges of stormwater and construction project discharges. Construction of a project resulting in the disturbance of more than one acre requires an NPDES permit. Construction project proponents are also required to prepare a Storm Water Pollution Prevention Plan (SWPPP), which would ensure compliance with the RWQCB stormwater discharge requirements. Temple City has prepared the Green Streets Manual which



provides guidance to comply with the MS4 Permit (Order Number R4-2012- 0175), which requires that jurisdictions in Los Angeles County reduce contaminants in runoff to improve water quality in waterways. These requirements stem from the NPDES requirements of the CWA. The proposed project involves 1.3 acres for mixed-use development and, therefore, would be required to comply with these regulations regarding water quality.

LESS THAN SIGNIFICANT IMPACT

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The Los Angeles County Public Works Department is responsible for operation and maintenance of the local sewer system, located in the Consolidated Sewer Maintenance District. Wastewater generated by the proposed project would discharge into existing sewer line located in the vicinity of the project. There are currently about 77.3 miles of sewer lines within the City and existing pipes range from 8 to 15 inches in diameter. The proposed project would connect to an 8" sewer main located adjacent to the site. Cal Land Engineering, Inc. prepared a Sewer Area Study (Appendix G) for the site. The Sewer Area Study concluded inadequate capacity in the existing sewer system based on estimated peak discharge.. Mitigation is required to ensure that the wastewater infrastructure serving the site has the capacity to serve the proposed project.

POTENTIALLY SIGNIFICANT IMPACT

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Storm drain infrastructure in the City is owned and operated by Temple City and the County of Los Angeles. Currently, the project site is a mostly vacant lot with pervious surfaces. The proposed project would increase impervious surfaces compared to existing conditions. However, the proposed project involves landscaping that would provide permeable surfaces on the ground floor. In addition, the proposed project would be required to comply with Title 8- Stormwater Pollutant Elimination Ordinance of the City Code of Temple City. These sections require stormwater runoff to be minimized and elimination of pollutant discharge into storm drains where possible. The proposed project would be required to implement Best Management Practices to reduce runoff. The project would also be required to comply with the MS4 Permit through guidance contained in the Temple City's Green Street Manual.

LESS THAN SIGNIFICANT IMPACT

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Water service in Temple City is provided by five different water companies, including Sunny Slope Water Company, East Pasadena Water Company, Golden State Water Company, California American Water, and San Gabriel County Water District. Service to the project area is provided by Sunny Slope Water Company, located in Pasadena, California (City of Temple



City, 2014). The water purveyors in Temple City, including Sunny Slope Water Company, are customer agencies of the Upper San Gabriel Valley Municipal Water District (Upper District) as a Customer Agency. Upper District is a member agency of the Metropolitan (Metropolitan) Water District of Southern California.

The Upper District's Urban Water Management Plan (UWMP) was prepared in accordance with the California Urban Water Management Planning Act. The Plan describes the operations that achieve maximum practicable conservation and efficient use of the water resources in the area, both local and imported. The proposed project site is located within the Upper District's UWMP.

Water supply for Sunny Slope Water Company is provided by five wells, three of which are located within the Main San Gabriel Basin South of Huntington Drive. The remaining two wells are located in the Raymond Basin South North of Huntington Drive. The Company has an adjusted adjudicated right to 1,091 acre feet of water per year (AFY) from the Raymond Basin and 1,692 AFY from the Main San Gabriel Basin. Under the terms of adjudication, the total annual production from the basins may be adjusted to prevent overdraft of water.

As discussed above, wastewater generation totals 12,720 gpd for the proposed project. Assuming water use is 120% of wastewater generation, the proposed project would use an estimated 15,264 gpd, which equates to 17.1 AFY or 0.03 percent of the total adjudicated rights of the Water Company (Sunny Slope Water Company, 2014). Due to the minimal increase in water use, existing entitlements would be sufficient to serve the project's water demand.

Additionally, in July 2014 and in response to recent drought conditions, the State Water Resources Control Board (SWRCB) adopted new water conservation regulations (Resolution 2014-0038), including select prohibitions for all water users and required actions for all water agencies. Local water agencies have responded with declarations that prohibit water users from filling pools and spas or restrict when or for how long users can irrigate landscaping. In February 2015, the Metropolitan reevaluated its water supplies and outlined scenarios that could require the agency to limit water deliveries by 5 to 10 percent by July 1, 2015 and prompt mandatory rationing during summer months. More recently, the California Department of Water Resources (DWR) announced that Metropolitan's 15 percent State Water Project allocation would be increased to 20 percent in 2015. Despite this anticipated increase, Metropolitan reiterated its commitment in March 2015 to carefully managing water supplies in case drought conditions continue to persist. On April 1, 2015, Governor Brown issued Executive Order B-29-15, which ordered the SWRCB to impose restrictions to achieve a statewide 25% reduction in potable urban water usage through February 28, 2016. Executive Order B-29-15 states that "these restrictions will require water suppliers to California's cities and towns to reduce usage as compared to the amount used in 2013" (State of California, Executive Order B-29-15, April 2015). The SWRCB has proposed the following schedule for the development of emergency regulations to implement the new prohibitions and restrictions on water use, as well as the 25% statewide reduction in potable urban water use contained in Executive Order B-29-15 (SWRCB, April 2015). According to SWRCB data, Sunny Slope Water Company may have to achieve water conservation of up to 24% (Los Angeles Times, April 8, 2015).



To increase water conservation, the Upper District has a water conservation program that includes public education program, the San Gabriel Valley Water Smart Challenge, and a rebate program for both residential and commercial users. The San Gabriel Valley Water Smart Challenge is a new program whose primary goal is to engage all cities within Upper District's service area to lead by example. The Challenge encourages all cities to bring awareness of the drought to its residents, reduce water consumption by 20%, promote water rebates through www.socalwatersmart.com, and adopt policies that will lead to overall sustainability (Upper District, 2015).

Water suppliers in Temple City, including Sunny Slope Water Company, would be required to comply with these newly adopted state conservation regulations in response to ongoing drought conditions.

The minimal increase in water use as a result of the project, compliance with the Upper District's UWMP, as well as the newly adopted conservation regulations would reduce impacts to water supply to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

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

The project site is located within District 15 of the Los Angeles County Sanitary District (LACSD). District 15 is participatory to a Joint Outfall Agreement that provides a regional, interconnected system of facilities known as the Joint Outfall System (JOS). The JOS service area encompasses 73 cities and unincorporated territory, and includes some areas within the City of Los Angeles. This system provides sewage treatment, reuse, and disposal for residential, commercial, and industrial users and includes the San Jose Creek Water Reclamation Plant (WRP). The system also includes trunk sewers and pumping plants which convey sewage from member cities' local sewers to LACSD treatment plants.

Wastewater generated by the proposed project would be treated at the San Jose Creek Water Reclamation Plant located in the City of Industry. This facility has a design capacity of 100 million gallons per day (mgd) and currently processes an average flow of 73.7 mgd.

Based upon the L.A. CEQA Thresholds Guide prepared by the City of Los Angeles, every 1,000 gross square feet commercial use space would generate approximately 80 gallons per day (gpd) of wastewater. Therefore, the eight commercial units totaling 15,000 SF would generate a total of 1,200 gallons per day. Residential condominiums would generate approximately 120 gpd for one bedroom units, approximately 160 gpd for two bedroom units, and approximately 200 gpd for three bedroom units. Therefore, the 20 one bedroom units, 47 two bedroom units, and eight three-bedroom units that comprise the 75 total residential condominiums proposed for the project would generate 11,520 gpd. The wastewater generated by the project would total approximately 12,700 gpd. This equates to approximately 0.05 percent of the San Jose Creek Water Reclamation Plant's remaining processing capacity (approximately 26.3 mgd).

Wastewater flows from the proposed project would not exceed the existing capacity at the receiving water treatment facility. Table 22 shows the wastewater generated by the proposed



commercial and residential uses for the project based on the discussed generation rates.

**Table 22
Wastewater Generation Totals for the Proposed Project**

Land Use	Generation Rate	Wastewater Generated (Gpd)
15,000 SF Commercial Space	80 Gpd/1000 SF	1,200
20-One Bedroom Units	120 Gpd	2,400
47-Two Bedroom Units	160 Gpd	7,520
8-Three Bedroom Units	200 Gpd	1,600
Total		12,720

Source: L.A. CEQA Thresholds Guide prepared by the City of Los Angeles

Prior to the issuance of grading permits, the project applicant would be required to satisfy LACSD’s requirements for the payment of fees and/or the provision of adequate wastewater facilities. The District is authorized by the California Health and Safety Code to charge a fee for connecting (directly or indirectly) to the District’s Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the sewerage system to accommodate a proposed project. The payment of a connection fee would be required before a permit to connect to the sewer is issued. Because the proposed project would comply with LACSD’s fee payment requirements, impacts would be less than significant.

POTENTIALLY SIGNIFICANT IMPACT

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Temple City contracts with Athens Services to collect, transport, and dispose of solid waste for all residential and commercial uses (Temple City, 2014). Solid waste from Temple City is collected by Athens Services and taken to their recycling and sorting facility, the City of Industry Materials Recovery Facility (MRF). Food waste is processed and delivered to their compost facility, American Organics, in Victorville (Athens, 2014). Waste that cannot be recycled is disposed of at a landfill. Athens Services transports waste to the San Bernardino County Landfill system. Athens Services has a contract with County of San Bernardino to import waste. Thus, solid waste from Temple City may be delivered to San Bernardino County landfills, including Mid-Valley Landfill (permitted capacity of 7,500 tons/day), San Timoteo Landfill (permitted capacity of 2,000 tons/day), Victorville Landfill (permitted capacity of 3,000 tons/day), Barstow Landfill (permitted capacity of 1,200 tons/day), or Landers Landfill (permitted capacity of 1,200 tons/day) (CalRecycle, 2015). For Los Angeles County, the residential waste disposal rate is 0.41 tons per capita per year. The proposed project would generate approximately 232 new residents and, therefore, would generate an additional 95.1 tons of solid waste per year or 0.26 tons of solid waste per day. This rate is within the permitted



capacity for all landfills servicing the project site; therefore, impacts related to solid waste disposal would be less than significant.

LESS THAN SIGNIFICANT IMPACT

Mitigation Measures

Mitigation Measures U-1 and U-2 are required to reduce impacts to wastewater infrastructure to less than significant levels.

- U-1 Wastewater Infrastructure.** Prior to final map approval the applicant shall submit sewer plans to upgrade of the sewerage system as found to be inadequate per the sewer area study prepared by Cal Land Engineering (Segment MH 281 to MH 507 is inadequate).
- U-2** Prior to final map the applicant shall submit a performance bond as determined by the City to ensure the upgrade of the sewer main

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, 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?

As discussed in Section IV, *Biological Resources*, Section V, *Cultural Resources*, the project site is located in a highly urbanized area, the site has been disturbed to accommodate past and present onsite development and is currently covered with structures, and lacks biological and historical resources. Additionally, there is no evidence that archaeological or paleontological resources or human remains are present onsite. The project would also be required to comply with standard procedures for assessment and preservation of subsurface resources compliant with the State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, which regulate disturbance and disposition of cultural resources and human remains. Compliance with these regulations, which detail the appropriate actions necessary in the event human remains are encountered, would reduce impacts to cultural resources to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

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)?

The proposed project would result in less than significant impacts with implementation of the mitigation measures provided herein. Mitigation measures T-3 and T-4 would reduce the potentially significant cumulative impact related to Traffic and Circulation to a less than significant level. With implementation of these measures and, as discussed throughout this Initial Study, the project’s contribution to cumulative impacts would not be considerable.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

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

As analyzed in this Initial Study, the proposed project would not result in any significant environment impacts, including impacts to human beings in areas such as hazards and noise, with implementation of the mitigation measures provided herein. The project’s impacts in this area would therefore be less than significant.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED



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