

**INITIAL STUDY  
PROPOSED MITIGATED NEGATIVE DECLARATION**

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**City of La Puente  
Del Valle Residential Project**

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**LEAD AGENCY:**

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## **1.0 INTRODUCTION**

### **1.1 STATUTORY AUTHORITY AND REQUIREMENTS**

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations (CCR), the City of La Puente, acting in the capacity of Lead Agency, is required to undertake the preparation of an Initial Study to determine if the proposed Project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration or Mitigated Negative Declaration for that project. Such determination can be made only if “there is no substantial evidence in light of the whole record before the Lead Agency” that such impacts may occur (Section 21080(c), Public Resources Code).

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

The environmental documentation and supporting analysis is subject to a public review period. Because the proposed project is considered to be a project "... of statewide, regional, or areawide significance" as prescribed in Section 15206 of the State CEQA Guidelines, the review period is determined to be 30 days. During this review, public agency comments on the document relative to environmental issues should be addressed to the City of La Puente. Following review of any comments received, the City of La Puente will consider the comments as a part of the project’s environmental review and include them with the Initial Study documentation for consideration by the City.

### **1.2 PURPOSE**

The purpose of this Initial Study is to provide the City of La Puente (i.e., the “Lead Agency”) with information to use as the basis for deciding whether to prepare a Negative Declaration/Mitigated Negative Declaration or an Environmental Impact Report (EIR) pursuant to the CEQA Guidelines.

Section 15063 of the CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include: (1) a description of the project, including the location of the project; (2) an identification of the environmental setting; (3) an identification of environmental effects by use of a checklist, matrix or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and (6) the name of the person or persons who prepared or participated in the preparation of the Initial Study.

## 2.0 PROJECT DESCRIPTION

### 2.1 PROJECT LOCATION AND ENVIRONMENTAL SETTING

#### PROJECT LOCATION

The 3.89-acre project site is located at 747 Del Valle Avenue, between Loukelton Street and Sierra Vista Court on the west side of Del Valle Avenue at the intersection with Mentz Street, east of Hacienda Boulevard, north of Temple Avenue in the City of La Puente (refer to Exhibit 2-1). The project site is located approximately 4.5 miles east of the Pomona (SR-60) Freeway/San Gabriel River (I-605) Freeway interchange. The site is identified as Assessor's Parcel Number (APN) 8251-003-011 on the Los Angeles County Tax Assessor Rolls.

#### ENVIRONMENTAL SETTING

##### Existing Site Features

The lot slopes gently from southeast to northwest. It appears that the site was graded to create the level building pad and parking lot. A concrete block retaining wall, up to four feet high exists along the north property boundary, which physically separates the site from the adjacent elementary school, which is below the grade of the project site. Physical relief across the property is less than five feet and slope gradients are flatter than 5:1 (horizontal to vertical). The western portion of the site is not irrigated or landscaped with the exception of a few medium to large trees. The northeast portion of the site adjacent to the building consists of a large grass lawn with a few trees and shrubs that is irrigated and well maintained. Surface runoff from the asphalt parking lot is to the north. Several surface drains collect parking lot drainage and transfer it by pipes to the unirrigated and vacant west portion of the site.

The subject property is currently developed with one single-story structure, which was constructed in around 1962. The building is currently occupied by Soka Gakkai International – USA and is utilized for religious gathering space, including classrooms and a large worship space. There are also two large shipping containers reportedly used for storage located at the west end of the structure. A large grass lawn is located in front of (east of) the building and a large level asphalt parking lot is located south of the structure. The western portion of the project site is undeveloped, although it supports several mature trees. Vehicular access to the property is via Del Valle Ave to the east.

##### Surrounding Land Uses

Multiple-family residential structures, including apartment buildings and attached homes, exist along the southeastern property line north of Sierra Vista Court. Sierra Vista Middle School is located along the western property boundary and, as indicated above, Del Valle Elementary school exists to the north adjacent to the project site. Del Valle Avenue abuts the site on the east and a neighborhood of single-family residences exists on the east side of that roadway. The Aerial Photograph (refer to Exhibit 2-2) illustrates the project site and the surrounding development.

##### General Plan and Zoning

The 3.89-acre property is designated as Medium Density Residential (MDR) on the Land Use Land Use Policy Map of the La Puente General Plan Community Development Element. This land use designation allows the development of a maximum density of 14 dwelling units per (net) acre (du/(net) ac) and an average density of 13 du/(net) ac. This land use category would yield approximately 50 persons per net acre. The MDR land use category accommodates "... small lot, detached single-family residential homes, duplexes, triplexes, and the use of innovative techniques for garden apartments, planned developments, and townhomes consistent with a medium density setting."<sup>1</sup>

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<sup>1</sup>La Puente General Plan Community Development Element; Adopted by the La Puente City Council May 18, 2004 by Resolution No. 04-4384; p. CD-8.



PROJECT SITE

Exhibit 2-1  
Vicinity Map

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**Exhibit 2-2**  
**Aerial Photograph**

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Zoning

Consistent with the MDR land use category, the site is zoned R-2 (Medium Density Residential). The R-2 zone implements the Medium Density Residential General Plan land use category and was established to designate areas for both detached and attached residential dwellings at a maximum density of 14 units per acre. Other permitted uses and development standards may also be developed in the R-2 zone as permitted in the La Puente Zoning Ordinance.

**2.2 PROJECT CHARACTERISTICS**

Project Description

The project applicant, La Puente Associates, LLC, is proposing to redevelop the 3.89-acre property with single-family detached residential homes, consistent with the Medium Density Residential land use designation. The applicant is proposing to redevelop the site with 45 single-family detached residential condominium dwelling units. The dwelling units will be two-story homes, each having three bedrooms and 2.5 bathrooms and each will have a two-car garage. The homes will range from approximately 1,600 square feet to 1,900 square feet. In addition, 23 guest parking places will also be provided on-site. In addition, a community recreation area, including a tot lot, encompassing approximately 0.55 acre is also proposed in the western limits of the site. The Conceptual Site Plan and proposed Vesting Tentative Tract Map are illustrated in Exhibit 2-3 and Exhibit 2-4, respectively.

Project Phasing

Development of the site is expected to occur over a three-year time frame. The anticipated development schedule is summarized in Table 2-1.

**Table 2-1**

**Anticipated Development Schedule  
Del Valle Residential Project**

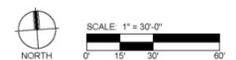
Action	Estimated Duration
Issuance of First Building Permit	Within 12 months after PDP Effective Date
Issuance of Final Building Permit	18 months after Issuance of First Building Permit
Issuance of First Certificate of Occupancy	6 Months after Issuance of Final Building Permit
Issuance of Final Certificate of Occupancy	18 Months after First Certificate of Occupancy Issued

Project Objectives

Project implementation is intended to achieve several project objectives of the project applicant, La Puente Associates, LLC. These objectives are reflected below.

- Redevelop a currently underutilizes site into a ;community of detached condominiums to help meet the City and the region’s housing needs.
- Improve the aesthetic quality of the site by removing an older structure and developing new residential buildings that are sensitive to adjacent residential uses.
- Incorporate sustainable and green building design and construction to promote resource conservation, including waste reduction, efficient water management techniques, and conservation of electricity and energy to achieve a LEED-qualified equivalent.

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**Exhibit 2-3**  
**Conceptual Site Plan**

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- Create a range of construction jobs.
- Provide housing along in furtherance of the City's goals and policies with high quality finishes and amenities.
- Provide an extensively landscaped entrance to the planned development to enhance the curb appeal of the project.
- Provide on-site recreation for residents of the planned development.

### 2.3 DISCRETIONARY APPROVALS

The applicant is requesting approval of the following discretionary actions: (1) Planned Development Permit (PDP); (2) Vesting Tentative Tract Map (VTTM); and (3) Development Agreement (DA). The PDP, if approved, would relax some of the development standards prescribed in the R-2 zoning ordinance. Specifically, deviations from the R-2 zone development standards are identified in Table 2-2.

**Table 2-2**

**Deviations from R-2 Zoning Development Standards  
Del Valle Residential Project**

Development Standard	Requirement	Proposed Deviation
Side Yard Setback (2 <sup>nd</sup> Story)	15 Feet	5 Feet
Permitted Projections into Required Setback Areas	Zero encroachment for covered porches	2' 2" encroachment into front setback for covered porch for one unit
Distance Between Buildings	15 Feet	5 Feet
Covered Parking Space Dimensions	10' X 20'	9.5' X 19.5'
Maneuvering Distance	25 Feet	20 Feet
Parallel Parking Space Size	9' X 24'	9' X 22'

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## 3.0 ENVIRONMENTAL SUMMARY

### 3.1 BACKGROUND

<b>1.</b>	<b>Project Title:</b> Del Valle Residential Project
<b>2.</b>	<b>Lead Agency Name and Address:</b> City of La Puente 15900 East Main Street La Puente, CA 91744
<b>3.</b>	<b>Contact Persons and Phone Numbers:</b> Ms. Reina Schaetzl (626) 855-1500
<b>4.</b>	<b>Project Location:</b> 747 De Valle Avenue La Puente, CA
<b>5.</b>	<b>Project Sponsor's Name and Address:</b> Mr. Marc Annotti La Puente Associates, LLC 6363 Wilshire Boulevard, Suite 600 Los Angeles, CA 90048
<b>6.</b>	<b>General Plan Designation:</b> Medium Density Residential (14 Dwelling Units/Acre Maximum)
<b>7.</b>	<b>Zoning:</b> R-2 (Medium Density Residential)
<b>8.</b>	<b>Description of the Project:</b> The project applicant, La Puente Associates, LLC, is proposing a residential planned development consisting of 45 single-family detached condominium homes. The 3-bedroom, 2.5-bathroom homes are proposed to be two stories in height. Each unit will have a 2-car garage and 23 guest parking spaces are also provided. In addition, a community recreation area, including a tot lot, encompassing approximately 0.55 acre is also proposed. The applicant is requesting approval of the following discretionary actions: (1) Planned Development Permit; (2) Vesting Tentative Tract Map; and (3) Development Agreement.
<b>9.</b>	<b>Surrounding Setting and Land Uses:</b> The site supports a 5,131 religious facility (Soka Gakkai International – USA Buddhist Center), a parking lot (144 parking spaces) and landscaped areas in the rear of the property. Del Valle Elementary School abuts the project site on the north and Sierra Vista Middle School is located along the westerly property boundary. Single-family detached residential and single-family attached (condominiums) developments are located along the property's southern boundary. Single-family residential development also exists east of Del Valle Avenue, which abuts the project site.
<b>10.</b>	<b>Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):</b> None

### 3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

### 3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

Section 4 (following) analyzes the potential environmental impacts associated with the proposed Del Valley Residential Project. The issue areas evaluated in this Initial Study include:

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Aesthetics</li> <li>• Agriculture and Forest Resources</li> <li>• Air Quality</li> <li>• Biological Resources</li> <li>• Cultural Resources</li> <li>• Greenhouse Gas Emissions</li> <li>• Geology and Soils</li> <li>• Hazards and Hazardous Materials</li> <li>• Hydrology and Water Quality</li> </ul> | <ul style="list-style-type: none"> <li>• Land Use and Planning</li> <li>• Mineral Resources</li> <li>• Noise</li> <li>• Population and Housing</li> <li>• Public Services</li> <li>• Recreation</li> <li>• Transportation/Traffic</li> <li>• Utilities and Service Systems</li> </ul> |
|--|---|

The environmental analysis in Section 4 is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended, and used by the City of La Puente in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study’s preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development’s impacts and to identify mitigation.

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

- **No Impact.** The development will not have any measurable environmental impact on the environment.
- **Less Than Significant Impact.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.

- **Less Than Significant Impact with Mitigation Incorporated.** The development will have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact.** The development could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation measures that could reduce potentially significant impacts to less than significant levels.

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## 4.0 ENVIRONMENTAL ANALYSIS

The following is a discussion of potential project impacts as identified in the Initial Study. Explanations are provided for each item.

### 4.1 AESTHETICS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?			■	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			■	
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			■	
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			■	

### Impact Analysis

#### 4.1(a) *Have a substantial adverse effect on a scenic vista?*

**Less than Significant Impact.** The subject property is not located along a scenic highway or other designated scenic vista. The site is located within a single-family residential area along Del Valle Avenue in the eastern limits of the City of La Puente. Further, this project site is not located near any designated scenic highways or scenic routes, and no scenic vistas exist along the affected roadway. The project is located within a highly urbanized area of La Puente and Del Valle Avenue is not designated as or located near any scenic corridors acknowledged by the La Puente General Plan. The area in which the project site is located is intensively developed residential land uses to the east and south. An elementary school and a middle school are located to the north and west, respectively. Del Valle Avenue abuts the project site on the east. The project site and environs are urbanized and neither the subject property nor the adjacent areas possess any significant visual or aesthetic resources that would be adversely affected, either directly or indirectly, by redevelopment of the existing religious structure and parking lot for residential. No significant adverse visual impacts are anticipated as a result of converting the existing developed site to single-family residential development. It is anticipated that the proposed residential subdivision would be aesthetically compatible with the existing, adjacent residential development. Furthermore, the proposed residential use and the density would comply with the density allocated to the site by the La Puente General Plan. Furthermore, the proposed development would also be consistent and compatible with the residential development in the immediate vicinity of the project site. As a result, project implementation would not result in any impact on an existing scenic vista.

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

**Less than Significant Impact.** As indicated above, the proposed project site is located in an urbanized area and the site neither possesses nor would affect any significant aesthetic resources, including rock outcroppings and/or historic buildings. The subject property currently supports a structure used for religious gatherings (Soka Gakkai International – Buddhist Center). Although the existing site does support some mature trees and landscaping, all of the trees are introduced and are not considered either aesthetically or visually important amenities by the City. In addition, the existing structure is not identified as a historic resource by the City of La

Puente. Although conversion of the existing development to a residential subdivision will change the character of the site, conversion of the subject property as proposed would not result in damage to any important open space or scenic resources. As indicated above, the proposed project would not result in the loss of any significant or important trees, rock outcroppings, and/or historic buildings. Therefore, no impacts to scenic resources are anticipated; no mitigation measures are required.

**4.1(c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

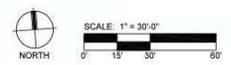
**Less than Significant Impact.** As indicated above, project implementation will result in the development of the site with a 45-unit single-family residential development. Although conversion of the site as proposed will change the character of the site (i.e., convert the existing structure to a residential subdivision), it will not result in potentially significant damage to the aesthetic character of any important scenic resources as discussed above. Neither the site nor the surrounding area is designated as a scenic amenity by the City of La Puente. As previously described the project area is characterized by residential and institutional (i.e., schools) development. The architectural character of the proposed residential development, including the landscaping, has been designed to be compatible with the existing development and would not create any visual or aesthetic impacts. The Conceptual Landscape Plan (refer to Exhibit 4-1) includes the integration of a variety of trees and related plant materials in the common areas of the project, along interior streets and around the periphery of the site, to complement the proposed homes and establish a character that also complements the surrounding residential neighborhood as well as to provide some buffer between the proposed homes and the existing schools to the north and west. Furthermore, design of the residential development will be subject to review by the City's Planning Commission, which will ensure that it is compatible with applicable design parameters and related requirements established by the City for the area. Therefore, project-related visual impacts are anticipated less than significant and no mitigation measures are required.

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

**Less than Significant Impact.** With the exception of security lighting on the existing building and street lighting along Del Valle Avenue, the subject property does not support any significant sources of light. Implementation of the proposed project will result in the creation of additional lighting in the predominantly residential areas adjacent to and in the vicinity of the project site. However, the lighting will be similar in nature to that occurring in the adjacent neighborhoods. Nonetheless, the proposed residential subdivision will be required to comply with Section 10.10.060 of the City's Zoning Code, which requires that lighting "... shall be compatible with the overall style of development, and shall be shielded to avoid light spillage onto adjacent properties." In addition, lighting would also be controlled to ensure that glare on driveways, walkways and/or public thoroughfares does not occur. As a result, the lighting associated with the proposed residential subdivision will be less than significant; no mitigation measures are required.

**Standard Conditions**

SC-1-1 The proposed project shall comply with Section 10.10.060 of the La Puente Zoning Code that stipulates: "Exterior lighting shall be provided for safety purposes, shall be compatible with the overall style of the development, and shall be shielded to avoid light spillage onto adjacent properties."



**Exhibit 4-1**  
**Conceptual Landscape Plan**

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**Mitigation Measures**

No significant aesthetic impacts would occur as a result of project implementation; no mitigation measures are required.

**4.2 AGRICULTURE AND FOREST RESOURCES**

<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				■
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				■
d. Result in the loss of forest land or conversion of forest land to non-forest use?				■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				■

**Impact Analysis**

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

**No Impact.** The site is not currently used for agriculture. Furthermore, neither the City of La Puente nor the State of California has designated the site or the surrounding the project site as “agricultural” and no agricultural uses existing within the surrounding area. The project area, including the subject site, is designated as “Other Land.” The project site and surrounding areas are developed with a variety of land uses, including a church, schools, and residential. Therefore, the proposed Del Valle Residential project would not result in the

conversion of either existing or potential farmland to a non-agricultural use. No impacts to agricultural resources will occur as a result of project implementation and no mitigation measures are required.

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

**No Impact.** The project site is zoned R-2 (Medium Density Residential) and is also designated as Medium Density Residential (14 Dwelling Units/Acre Maximum) on the City's Land Use Element Map. As indicated above, no agriculturally-zoned land exists on the site or in the immediate vicinity of the project and there are no existing Williamson Act Contracts covering property or in the project area. Since there are no agricultural uses or Williamson Act contracts affecting the project site, project implementation would not result in any significant impacts (i.e., conflicts with existing zoning or Williamson Act contract) to potential agricultural uses. Therefore, no mitigation measures are required.

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

**No Impact.** There is no zoning for forest land in the City of La Puente and no areas within the City are classified as forest or timberland as defined by PRC section 4526, including the subject property and surrounding area. Therefore, project implementation would not conflict with existing zoning for, or cause rezoning of, any forest or timberland. No significant impacts would occur and no mitigation measures are required.

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

**No Impact.** As indicated above, there are no forest lands present either on the subject property or in the City. Therefore, project implementation would not result in the loss of forest land or conversion of forest land to non-forest use. No impacts would occur and no mitigation measures are required.

**4.2(e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

**No Impact.** No important farmland, agricultural activity, or forest and/or timberlands exist on the project site or in the surrounding area. Therefore, implementation of the proposed project would not result in environmental changes that would convert farmland to non-agricultural uses or forest land to non-forest uses. No impacts would occur and no mitigation measures are required.

**Standard Conditions**

No standard conditions are required.

**Mitigation Measures**

No significant impacts to either agricultural or forest resources will occur as a result of project implementation; no mitigation measures are required.

### 4.3 AIR QUALITY

<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			■	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			■	
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)?			■	
d. Expose sensitive receptors to substantial pollutant concentrations?			■	
e. Create objectionable odors affecting a substantial number of people?			■	

#### Impact Analysis

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

**Less than Significant Impact.** The Federal Clean Air Act (1977 Amendments) required that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards. The South Coast Air Basin (SCAB) could not meet the deadlines for ozone, nitrogen dioxide, carbon monoxide, or PM-10. In the SCAB, the agencies designated by the governor to develop regional air quality plans are the SCAQMD and the Southern California Association of Governments (SCAG). The two agencies first adopted an Air Quality Management Plan (AQMP) in 1979 and revised it several times as earlier attainment forecasts were shown to be overly optimistic.

The 1990 Federal Clean Air Act Amendment (CAAA) required that all states with air-sheds with “serious” or worse ozone problems submit a revision to the State Implementation Plan (SIP). Amendments to the SIP have been proposed, revised and approved over the past decade. The most current regional attainment emissions forecast for ozone precursors (ROG and NO<sub>x</sub>) and for carbon monoxide (CO) and for particulate matter are shown in Table 4. Substantial reductions in emissions of ROG, NO<sub>x</sub> and CO are forecast to continue throughout the next several decades. Unless new particulate control programs are implemented, PM-10 and PM-2.5 are forecast to slightly increase.

The Air Quality Management District (AQMD) adopted an updated clean air “blueprint” in August 2003. The 2003 Air Quality Management Plan (AQMP) was approved by the EPA in 2004. The AQMP outlined the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (PM<sub>10</sub>) by 2006. The 2003 AQMP was based upon the federal one-hour ozone standard which was revoked late in 2005 and replaced by an 8-hour federal standard. Because of the revocation of the hourly standard, a new air quality planning cycle was initiated.

With re-designation of the air basin as non-attainment for the 8-hour ozone standard, a new attainment plan was developed. This plan shifted most of the one-hour ozone standard attainment strategies to the 8-hour standard. The attainment date was anticipated to “slip” from 2010 to 2021. The updated attainment plan also includes strategies for ultimately meeting the federal PM-2.5 standard.

Because projected attainment by 2021 requires control technologies that do not exist yet, the SCAQMD requested a voluntary “bump-up” from a “severe non-attainment” area to an “extreme non-attainment” designation for ozone. The extreme designation will allow a longer time period for these technologies to develop. If attainment cannot be demonstrated within the specified deadline without relying on “black-box” measures, EPA would have been required to impose sanctions on the region had the bump-up request not been approved. In April 2010, the EPA approved the change in the non-attainment designation from “severe-17” to “extreme.” This reclassification sets a later attainment deadline (2024), but also requires the air basin to adopt even more stringent emissions controls.

**Table 3-1**

**South Coast Air Basin Emissions Forecasts (Emissions in tons/day)  
Del Valle Residential Project**

Pollutant	2012 <sup>1</sup>	2015 <sup>2</sup>	2020 <sup>2</sup>	2025 <sup>2</sup>	2030
NOx	512	451	357	289	266
VOC	466	429	400	393	393
PM <sub>10</sub>	154	155	161	165	170
PM <sub>2.5</sub>	68	67	67	68	170
<sup>1</sup> 2012 Base Year. <sup>2</sup> With current emissions reduction programs and adopted growth forecasts.  SOURCE: Giroux & Associates (September 13, 2016) California Air Resources Board, 2013 Almanac of CEPAM					

In other air quality attainment plan reviews, EPA has disapproved part of the SCAB PM-2.5 attainment plan included in the AQMP. EPA has stated that the current attainment plan relies on PM-2.5 control regulations that have not yet been approved or implemented. It is expected that a number of rules that are pending approval will remove the identified deficiencies. If these issues are not resolved within the next several years, federal funding sanctions for transportation projects could result. The 2012 AQMP included in the ARB submittal to EPA as part of the California State Implementation Plan (SIP) is expected to remedy identified PM-2.5 planning deficiencies.

The federal Clean Air Act requires that non-attainment air basins have EPA approved attainment plans in place. This requirement includes the federal one-hour ozone standard even though that standard was revoked almost ten years ago. There was no approved attainment plan for the one-hour federal standard at the time of revocation. Through a legal quirk, the SCAQMD is now required to develop an AQMP for the long since revoked one-hour federal ozone standard. Because the 2012 AQMP contains a number of control measures for the 8-hour ozone standard that are equally effective for one-hour levels, the 2012 AQMP is believed to satisfy hourly attainment planning requirements.

AQMPs are required to be updated every three years. The 2012 AQMP was adopted in early 2013. An updated AQMP must therefore be adopted in 2016. Planning for the 2016 AQMP is currently on-going. The current attainment deadlines for all federal non-attainment pollutants are now as follows:

- 8-hour ozone (70 ppb) 2037
- Annual PM-2.5 (12 g/m<sup>3</sup>) 2025
- 8-hour ozone (80 ppb) 2024 (old standard)
- 8-hour ozone (75 ppb) 2032 (current standard)
- 1-hour ozone (120 ppb) 2032 (rescinded standard)
- 24-hour PM-2.5 (35 g/m<sup>3</sup>) 2019

The key challenge is that NO<sub>x</sub> emission levels, as a critical ozone precursor pollutant, are forecast to continue to exceed the levels that would allow the above deadlines to be met. Unless additional NO<sub>x</sub> control measures are adopted and implemented, attainment goals may not be met.

The proposed project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing residential projects. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less-than-significant just because the proposed development is consistent with regional growth projections. Air quality impact significance for the proposed project has therefore been analyzed on a project-specific basis.

**4.3(b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?***

***Less than Significant Impact.*** As previously indicated, the proposed project encompasses the conversion of the existing building use from religious meeting use to the 45 townhomes. The proposed project is generally consistent with all of the policies and requirements established in the Land Use Element of the La Puente General Plan related to residential development (refer to Table 4.10-1 in Section 4.10). Intensification of land uses in the South Coast Air Basin potentially impacts ambient air quality on two scales of motion. As cars drive throughout Southern California, the small incremental contribution to the basin air pollution burden from any single vehicle is added to that from several million other vehicles. The impact associated with the proposed residential project is very small on a regional scale as indicated in the analysis of short-term (i.e., construction) impacts long-term (i.e., operational) impacts. As indicated in the analysis in this section, both construction-related and operational-related pollutant emissions would be less than significant. Based on that analysis, it is anticipated that project implementation would not result in the violation of any air quality standard or contribute substantially an existing or projected air quality violation. No mitigation measures are required.

**4.3(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)?***

***Less than Significant Impact.*** Short-term (i.e., construction-related) and long-term (i.e., operation-related) air quality impacts anticipated to occur as a result of project implementation are identified and described in the analysis below.

Construction Impacts

Although exhaust emissions will result from the operation of on and off-site equipment during the construction phase(s), the exact types and numbers of equipment will vary among contractors such that such emissions cannot be quantified with certainty. Estimated construction emissions were modeled using CalEEMod2013.2.2 to identify maximum daily emissions for each pollutant during project construction.

The proposed project entails construction of 45 single family homes. Construction was modeled in CalEEMod2013.2.2 using default construction equipment and schedule for a project of this size as shown in Table 6 in Appendix C. Utilizing equipment fleet and durations shown in that table, the “worst case” daily construction emissions were calculated and are summarized in Table 3-2.

**Table 3-2**

**Construction Activity Emissions Maximum Daily Emissions (pounds/day)  
Del Valle Residential Project**

Maximal Construction Emissions	ROG	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>2017</b>						
Unmitigated	4.1	43.1	35.0	0.0	8.8	5.3
Mitigated	4.1	43.1	35.0	0.0	4.7	3.2
<b>2018</b>						
Unmitigated	35.5	23.7	18.8	0.0	1.7	1.5
Mitigated	35.5	23.7	18.8	0.0	1.7	1.5
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
SOURCE: Giroux & Associates (September 13, 2016)						

Peak daily construction activity emissions are estimated to be below SCAQMD CEQA thresholds without the need for added mitigation. The only model-based mitigation measure applied for this project was:

- Water exposed dirt surfaces three times per day to minimize the generation of fugitive dust generation during grading.

Operational Impacts

Operational emissions were calculated using CalEEMod2013.2.2 for an assumed project build-out year of 2017 as a target for full occupancy. The project would generate 428 daily trips. The existing religious institution generated 47 daily trips and, therefore, there is a net increase of 381 trips per day due to project implementation. Nonetheless, all emissions were evaluated as “new” sources without any credit for existing uses. In addition to mobile sources from vehicles, general development causes smaller amounts of “area source” air pollution to be generated from on-site energy consumption (primarily space heating, hot water and landscaping). These sources represent a minimal percentage of the total project NOx and CO burdens, and a few percent other pollutants. Table 3-4 provides a summary of the project-related operational emissions.

**Table 3-4**

**Daily Project-Related Operational Impacts  
Del Valle Residential Project**

Source	Operational Emissions (lbs/day)					
	ROG	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	13.7	0.3	26.4	0.0	3.5	3.5
Energy	0.0	0.4	0.2	0.0	0.0	0.0
Mobile	1.4	4.1	16.6	0.0	3.2	0.9
<b>Total</b>	<b>15.1</b>	<b>4.8</b>	<b>43.1</b>	<b>0.1</b>	<b>6.7</b>	<b>4.4</b>
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
SOURCE: Giroux & Associates (September 13, 2016)						

As reflected in Table 3-2, implementation of the proposed project would not result in the generation of pollution emissions that would exceed the SCAQMD significance thresholds. Therefore, potential long-term air quality impacts would be less than significant; no mitigation measures are required.

**4.3(d) Expose sensitive receptors to substantial pollutant concentrations?**

**Less than Significant Impact.** Construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe and not over a relatively brief construction period due to the lack of health risk associated with such a brief exposure.

Localized Significance Thresholds

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to Governing Board’s Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD’s Mobile Source Committee in February 2005.

Use of an LST analysis for a project is optional. For the proposed project, the primary source of possible LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility.

LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NO<sub>x</sub>), carbon monoxide (CO), and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LST screening tables are available for 25, 50, 100, 200 and 500-meter source-receptor distances. For this project the nearest sensitive receptors are the residential uses adjacent to the project site such that the most conservative 25-meter distance was modeled.

The SCAQMD has issued guidance on applying CalEEMod to LSTs. LST pollutant screening level concentration data is currently published for 1, 2 and 5 acre sites for varying distances. For this project, the most stringent thresholds for a 1-acre site were applied. Table 3-3 summarizes the project-related LST thresholds and construction emissions

**Table 3-3**

**LST and Project Emissions (pounds/day)  
Del Valle Residential Project**

LST 1.0 acre/25 meters San Gabriel Valley	CO	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
LST Threshold	673	83	5	4
<b>Max On-Site Emissions</b>				
Unmitigated	35	43	9	5
Mitigated	35	43	5	3
Exceeds Threshold?	No	No	No	No
SOURCE: Giroux & Associates (September 13, 2016)				

LSTs were compared to the maximum daily construction activities. As seen in Table 3-3, emissions will meet the LST for construction thresholds with the application of the following mitigation measure and are, therefore, less than significant.

- Exposed surfaces will be watered three times per day during grading activities

**4.3(e) Create objectionable odors affecting a substantial number of people?**

**Less than Significant Impact.** Odors are one of the most obvious forms of air pollution to the general public. Odors can present significant problems for both the source and the surrounding community. Although offensive odors seldom cause physical harm, they can cause agitation, anger and concern to the general public. Most people determine an odor to be offensive (objectionable) if it is sensed longer than the duration of a human breath, which is typically 2 to 5 seconds. Land uses that result in or create objectionable odors typically include agriculture (e.g., livestock and farming), wastewater treatment plants, food processing plants, composting operations, refineries, landfills, etc.). The project does not include any use of the site that would be a source of potential odors. The only potential odors associated with the project are from the operation of diesel trucks and heavy equipment during construction of the proposed project. Any odors from the equipment emissions, if perceptible, are common in the environment and would be of very limited duration; no significant long-term project-related odors would occur as a result of the proposed project. Therefore, any odor impacts would be considered less than significant and no mitigation measures are necessary.

**Standard Conditions**

Construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds. Nevertheless, emissions minimization through enhanced dust control measures is recommended for use because of the non-attainment status of the air basin and proximity to existing residential uses.

SC 3-1 The following construction emissions minimization measures shall be implemented to ensure that short-term construction emissions are reduced.

- Apply soil stabilizers or moisten inactive areas.
- Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).
- Cover all stock piles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.
- Minimize in-out traffic from construction zone
- Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard
- Sweep streets daily if visible soil material is carried out from the construction site

SC 3-2 Because of the regional non-attainment for photochemical smog, the use of Reasonably Available Control Measures (RACMs) for diesel exhaust is recommended. The following combustion emissions control options include:

- Utilize well-tuned off-road construction equipment.
- Establish a preference for contractors using Tier 3 or better rated heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

**Mitigation Measures**

Although short- and long-term air quality emissions are estimated to be less than significant, implementation of the construction minimization measures and RACMs and combustion emissions options identified above will ensure that potential pollutant emissions are reduced to the maximum extent feasible.

#### 4.4 BIOLOGICAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				■
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				■
c. Have a substantial adverse effect on 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. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			■	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				■

#### Impact Analysis

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

**No Impact.** No rare or endangered plant or animal species occur in La Puente, although several species have been previously identified within the surrounding area. The project site and the surrounding environs are developed with urban uses and circulation facilities. Neither the site nor project environs support any native species of plants or animals. The project site is developed with the existing religious facility, which is surrounded by urban development on all sides, including residential subdivisions and educational facilities. All of the vegetation that exists on the site and within the project area is introduced (i.e., non-native) plant materials that are common in urban landscapes. Although several large, mature trees exist in the undeveloped westerly portion of the site, the trees are non-native. There are no species identified as candidate, sensitive, or special status species within the limits of either the site or in the immediate project area. As a result, no significant impacts would occur to any sensitive species designated by the resources agencies as a result of project implementation. However, the existing trees on the site do support nesting of avian species protected by the Migratory Bird Treaty Act (MBTA). Therefore, it will be necessary to avoid construction activities during the breeding season (February 15 through July 31) in order to avoid impacts to nesting birds. With the implementation of SC 4-1, potential impacts to nesting birds would be reduced to a less than significant level.

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

**No Impact.** As indicated above, the subject property is located within an urbanized area and neither site contains riparian habitat or other sensitive natural community. Although some small rodents and mammals that adapt to urban development may exist on the site, no native habitat or grasslands exist on the subject property that would represent an important source of foraging for raptors and other sensitive or protected species. No significant biological resources are identified in the La Puente General Plan either for the site or for the immediate project area. Due to the location and nature of the proposed project, implementation will not result in significant adverse impacts to riparian or other sensitive natural community; no mitigation measures are required.

**4.4(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?***

**No Impact.** There are no federally protected wetlands as defined by Section 404 of the Clean Water Act located within the limits of the project site. Further, no marshes, vernal pools, or coastal habitats exist in the project area according to the Community Resources Element adopted by the City of La Puente. Therefore, there will be no significant impacts resulting from project implementation and no mitigation measures are required.

**4.4(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?***

**No Impact.** The proposed project site is located in an urbanized area of Los Angeles County and is surrounded by development on all sides by development. There are no open space corridors located in the vicinity of the proposed project and the project site is not support native habitat that is has a linkage to larger areas of open space. Therefore, the subject property does not serve as a potential wildlife movement corridor. No significant impacts to wildlife movement are expected as a result of the project and no mitigation measures are required.

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

**Less than Significant Impact.** Implementation of the Project will result in physical changes to the affected property; however, project implementation will not result in significant impacts to any sensitive biological resources as a result of redeveloping the SGI International site with residential dwelling units. The City's General Plan does not identify the project site as one that supports sensitive habitat and/or important biological resources. The City of La Puente does not have an ordinance that identifies and/or regulates heritage trees and the City has not adopted a tree preservation ordinance. As indicated in Section 4.1(b), although several mature trees exist on the project site, none are native trees or are of a species that would require preservation. Project implementation will result in the elimination of the existing introduced landscaping. Because it is possible that the existing trees may support avian nesting, elimination of the trees could result in an adverse impact to potential avian nesting. Although the landscape concept plan prepared for the proposed residential project will offset the loss of the existing non-native landscape species, including the trees that exist on the project site, a condition has been included to ensure that potential adverse impacts to avian nesting is avoided. The measure (SC 4-1) would ensure that potential adverse effects to avian species protected under the Migratory Bird Treaty Act (MBTA) are avoided. Therefore, impacts resulting from the elimination of the existing trees that occupy the site would be less than significant; no mitigation is required.

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

**No Impact.** As previously indicated, the proposed project site is located in a highly urbanized area of Los Angeles County and is surrounded by development. Furthermore, the highly disturbed project site and environs are detached from large areas of native habitat and/or open space and the site is neither located within nor affected directly or indirectly by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No significant impacts to wildlife movement are expected as a result of the project and no mitigation measures are required.

**Standard Conditions**

SC 4-1 Prior to issuance of a grading permit or prior to engaging in such activities that would occur between the breeding season for native birds (February 15 through July 31), the project applicant shall retain the services of a qualified ornithologist to conduct an ornithological survey of the construction zone. The City will require the developer to submit a copy of the executed contract for such services prior to the issuance of any grading permits. A copy of the finding shall be submitted to the City of La Puente. The ornithological survey shall occur not more than seven days prior to the initiation of those grading/construction activities. If the ornithologist detects any occupied nests of native birds within the construction zone, they shall be mapped on construction plans and the project applicant will fence off the area(s) supporting bird nests with temporary construction fencing, providing a minimum buffer of 200 feet between the nest and limits of construction. (This buffer zone shall be at least 500 feet for raptors until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project.) The construction crew will be instructed to avoid any activities in the zone until the bird nest(s) is/are no longer occupied, per a subsequent survey by the qualified ornithologist. Alternatively, the project applicant will consult as appropriate with the USFWS to discuss the potential loss of nests of native birds covered by the MBTA to obtain the appropriate permit from the USFWS.

**Mitigation Measures**

Compliance with the standard condition and the inclusion of trees as specified in the Conceptual Landscape Plan will be adequate to avoid adverse effects to avian species pursuant to the MBTA. No mitigation measures are required.

**4.5 CULTURAL RESOURCES**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?				■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?				■
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			■	
d. Disturb any human remains, including those interred outside of formal cemeteries?				■

## Impact Analysis

### **4.5(a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?**

**No Impact.** The project site has been significantly altered as a result of site alteration caused by past agricultural production that occurred on the site as well as grading and development necessitated for the construction of the existing building and parking lot. The existing structure, which was constructed in about 1964 is used for religious purposes, is contemporary in nature and does not possess historic value or significance. Neither the subject site and related building nor the surrounding properties are identified as historic resources in the City's General Plan. Although project implementation includes the construction of 45 single-family residential dwelling units, no significant adverse changes to any historical resources will occur. Project implementation will necessitate some grading and site alteration in order to implement the residential subdivision; however, it is not anticipated that any historic resources will be affected. Therefore, no significant impacts to historical resources will occur as a result of project implementation and no mitigation measures are required.

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

**Less than Significant Impact.** The property that is the subject of the proposed project and the surrounding area are urbanized and characterized by development that involved extensive grading and significant landform modification in order to accommodate that development. Any archaeological sites near the surface of the ground would have been disturbed and/or destroyed by past grading activities that were necessary to accommodate the existing development. The City of La Puente has complied with AB 52, which requires notification of the affected Native American tribes that have requested notification pursuant to the legislation. At their request, notices were sent to representatives of the Gabrieleño Band of Mission Indians – Kizh Nation, Gabrieleño/Tongva Tribal Council, and the Torrez Martinez Desert Cahuilla Indians. No requests for consultation were received from the Native American representative within the mandated 30-day response period. While it is unlikely that cultural resources would be encountered during the grading and construction phase of the proposed project, in order to ensure that potential any potential cultural resources adequately protected in the event cultural materials are encountered during grading, a qualified archaeologist will be notified by the contractor to evaluate the significance of the any cultural resources found and appropriate course of action. Salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed. Consultation with the designated Native American representative will ensure that cultural resources are not adversely affected. As a result, no impacts will occur.

### **4.5(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less than Significant Impact.** As indicated above, the proposed project site is located within an urbanized area of the City of La Puente and it has been previously graded and developed/improved. Any near-surface paleontological resources that may have existed at one time have likely been disturbed and/or destroyed by prior development activities. Therefore, it is unlikely that potentially significant impacts are anticipated and no mitigation measures are required. Although it is not likely that implementation of the project will result in any potentially significant impacts to paleontological resources because of the prior development activities that have taken place on the site and in the surrounding area, grading and excavation required for the parking structure previously approved by the City may have the potential to encounter paleontological resources.

### **4.5(d) Disturb any human remains, including those interred outside of formal cemeteries?**

**Less than Significant Impact.** It is unlikely that project implementation will affect any sites or properties that possess known cultural values because the subject property is developed/improved and has been substantially altered. The site is developed with a Buddhist Center that is used for religious purposes and is not known to be

utilized by any Native Americans for religious or other culturally important rites. As indicated previously, no important cultural resource sites have been identified within the City of La Puente. Further, no formal cemeteries are located on the site or in the project environs and no human remains are known to exist in the project area. Although project implementation will require grading and excavation to implement the proposed improvements (i.e., single-family residential development), the discovery of human remains is not anticipated. Therefore, no significant impacts are anticipated with the implementation of the mitigation measure identified below.

**Standard Conditions**

Although no significant impacts to historic, cultural or paleontological resources are anticipated as a result of the proposed project because there is a low potential for encountering such resources on the project site, the applicant shall implement the following standard conditions.

- SC 5-1            During excavation and grading activities of any future development project, if archaeological resources are discovered, the project contractor shall stop all work and shall retain a qualified archaeologist to evaluate the significance of the finding and appropriate course of action. Salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed and the treatment of discovered Native American remains shall comply with State codes and regulations of the Native American Heritage Commission.
  
- SC 5-2            In the event of the discovery of a burial, human bone, or suspected human bone, all excavation or grading in the vicinity of the find shall halt immediately and the area of the find shall be protected and the project applicant shall immediately notify the Los Angeles Coroner of the find and comply with the provisions of the California Health and Safety Code Section 7050.5, including P.R.C. Section 5097.98, if applicable. In the event that human remains are determined to be Native American human remains, the applicant shall consult with the Most Likely Descendent to determine the appropriate treatment for the Native American human remains.
  
- SC 5-3            Paleontological resources found prior to or during construction shall be evaluated by a qualified paleontologist, and appropriate mitigation measures applied, pursuant to Section 21083.2 of CEQA, before the resumption of development activities. Any measures applied shall include the preparation of a report meeting accepted industry standards.

**Mitigation Measures**

No significant impacts are anticipated to occur as a result of project implementation. Implementation of the standard conditions identified above, which reflect adopted City policies regarding cultural/scientific resources, will ensure that impacts remain less than significant.

**4.6 GEOLOGY AND SOILS**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a				■

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
known fault? Refer to Division of Mines and Geology Special Publication 42.				
2) Strong seismic ground shaking?		■		
3) Seismic-related ground failure, including liquefaction?			■	
4) Landslides?				■
b. Result in substantial soil erosion or the loss of topsoil?			■	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			■	
d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?			■	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				■

**Impact Analysis**

**4.6(a)(1) 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? Refer to Division of Mines and Geology Special Publication 42.**

**No Impact.** Southern California is located in an active seismic region and numerous known and undiscovered earthquake faults are present in the region. Hazards associated with fault rupture and earthquakes include direct affects such as strong ground shaking and ground rupture, as well as secondary effects such as liquefaction, landsliding and lurching. California faults are classified as active, potentially active or inactive. Faults from past geologic periods of mountain building, but do not display any evidence of recent offset are considered “inactive” or “potentially active.” Faults that have historically produced earthquakes or show evidence of movement within the Holocene (past 11,000 years) are considered “active faults.” Active faults that are capable of causing large earthquakes may also cause ground rupture. The Alquist-Priolo Act of 1971 was enacted to protect structures from hazards associated with fault ground rupture. The Geotechnical Engineering Exploration study conducted for the proposed project concluded that no known active faults cross the subject property and the site is not located within an Alquist-Priolo Fault Rupture Hazard Study Zone. The ground rupture hazard at the site is considered nil. No ground rupture impacts would occur as a result of project implementation.

**4.6(a)(2) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?**

**Less than Significant with Mitigation Incorporated.** The principal seismic hazard to the subject property and proposed project is strong ground shaking from earthquakes produced by local faults. The Seismic Hazards Mapping Act requires a site investigation by a certified engineering geologist and/or civil engineer with expertise in geotechnical engineering, for projects sited within a hazard zone. The investigation must include recommendations for a “minimum level of mitigation” that should reduce the risk of ground failure during an

earthquake to a level that does not cause the collapse of buildings for human occupancy. However, the Seismic Hazards Mapping Act does not require mitigation to a level of no ground failure and/or no structural damage.

The Geotechnical Engineering Exploration study conducted for the project calculated the spectral accelerations at the site for the Maximum Considered Earthquake (MCE) based on parameters prescribed in the 2013 Building Code. The computed peak ground acceleration (PGA) for this site is estimated to be 0.766g. However, the modal de-aggregated earthquake PGA is 0.412g and the moment magnitude is estimated to be 6.58. The fundamental period of the proposed buildings will be less than ½ second.<sup>2</sup>

Modern, well-constructed buildings are designed to resist ground shaking through the use of shear panels, moment-resisting frames and reinforcement. Additional precautions may be taken to protect personal property and reduce the chance of injury, including strapping water heaters and securing furniture and appliances. It is likely that the subject property will be shaken by future earthquakes produced in southern California. Seismic design parameters within the Building Code include amplification of the seismic forces on the structure depending on the soil type, distance to seismic source and intensity of shaking. The purpose of the code seismic design parameters is to prevent collapse of structures and loss of life during strong ground shaking. Cosmetic damage should be expected. The following table lists the applicable seismic coefficients for the 2013 Building Code.

**Table 6-1**

**Applicable Seismic Parameters  
Del Valle Residential Project**

Parameter	Seismic Coefficient	
	Short Period (0.2 s)	One-Second Period
Earth Materials and Site Class	Alluvium - D	
Seismic Design Category	E	
Spectral Accelerations	$S_S = 2.124(g)$	$S_1 = 0.751(g)$
Site Coefficients	$F_A = 1.0$	$F_V = 1.5$
Spectral Response Accelerations	$S_{MS} = 2.124(g)$	$S_{M1} = 1.127(g)$
Design Accelerations	$S_{DS} = 1.416(g)$	$S_{D1} = 0.751(g)$
SOURCE: Irvine Geotechnical, Inc. (2015) California Building Code (2013)		

Although the proposed residential development would be exposed to potentially moderate to heavy seismic groundshaking, design and development of the site in accordance with the seismic coefficients identified in Table 6-1 and related design parameters specified in the California Building Code (CBC) and the Geotechnical Engineering Exploration study prepared by Irvine Geotechnical will ensure the potential groundshaking impacts associated with seismic activity occurring on one of the active faults will be reduced to a less than significant level.

**4.6(a)(3) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?**

**Less than Significant Impact.** The subject property is located within the United States Geologic Survey, Baldwin Park Quadrangle. Seismic hazards within the Baldwin Park Quadrangle were evaluated by the CGS in their report, "Seismic Hazard Zone Report for the Baldwin Park 7.5-minute Quadrangle, Los Angeles County, California, Seismic Hazard Zone Report 022." According to the Seismic Hazard Zones Map, the subject property is within an area that has been subject to, or may be subject to liquefaction.

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<sup>2</sup>According to the USGS de-aggregation website (<https://geohazards.usgs.gov/deaggint/2008/>), and using a ground motion with a 10 percent probability of exceedance in 50 years,

Liquefaction is a process that occurs when saturated sediments are subjected to repeated strain reversals during an earthquake. The strain reversals cause increased pore water pressure such that the internal pore pressure approaches the overburden pressure and the shear strength approaches zero. Liquefied soils may be subject to flow or excessive strain, which can cause settlement. Liquefaction occurs in soils below the groundwater table. Soils commonly subject to liquefaction include loose to medium dense sand and silty sand. Predominantly fine-grained soils, such as silts and clay, are less susceptible to liquefaction. Generally, plastic soils with a clay content of greater than 15 percent, a Plasticity Index greater than 18, and/or a fines content (percent passing the 200 sieve) greater than 30 to 50 percent, are not considered subject to liquefaction.

In accordance with the Building Code, the liquefaction hazard was computed for ground motions representing a recurrence interval of 2,475 years. A design magnitude earthquake of 6.58 was used to magnitude weight the liquefaction resistance. It was assumed that the groundwater will be within 20 feet of the ground surface (historic high groundwater) even though groundwater was not encountered in borings to 50 feet below the ground surface.

**4.6(a)(4) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?***

**No Impact.** The project site is located in an area of the City of La Puente that is flat. Physical relief across the property is less than five feet and slope gradients are flatter than 5:1 (horizontal to vertical). No landslides are located either on the subject property or in the vicinity of the site, which has been extensively developed with a variety of residential land uses as well as schools. As a result, neither future residents nor structures are anticipated as a result of landslide.

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

**Less than Significant Impact.** Clearing, excavation, and grading associated with future development and improvements proposed for the site could expose soils to substantial short-term soil erosion or loss of topsoil, since fill material of unknown origin and varying composition currently covers most of the City. Future development would be subject to compliance with the City's standards erosion control, grading, and soil remediation. Grading Plans prepared for proposed development must include an approved drainage and erosion control plan to minimize the impacts from erosion and sedimentation during grading. Therefore, because the proposed Project must comply with the City's standards, Best Management Practices (BMPs) shall be implemented during construction that are prescribed by the City of La Puente as a standard condition that minimize the potential for erosion and control sediment/runoff. As a result, project-related impacts are anticipated to be less than significant with the implementation of the BMPs and compliance with the City's grading ordinance.

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

**Less than Significant Impact.** Saturated soils that have experienced liquefaction may be subject to lateral spreading where located adjacent to free-faces, such as slopes, channels, and rivers. The site is remote to free faces and the liquefaction potential is low. Thus, hazards associated with lateral spreading are not present at the site. Seismic settlement calculations included in the geotechnical engineering report indicate no settlement near Borings 1 and 2 and up to 0.46 inches of settlement near Boring 3. However, because differential settlement is typically of 1/2 to 2/3 of the total settlement for Holocene sediments, the liquefaction induced differential settlement potential of the site ranges from 0 near Borings 1 and 2 to 0.23 to 0.31 inches near Boring 3.<sup>3</sup>

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<sup>3</sup>Southern California Earthquake Center Publication SP0117 (2002).

Poorly consolidated, granular soils may be susceptible to consolidation during strong ground shaking. The “dry sand” settlement potential of the site was estimated range from 0.28 to 0.50 inches.<sup>4</sup> The liquefaction potential of the site and hazards associated with lateral spreading and dynamic settlement are low. Mitigation of liquefaction hazards and/or special foundation design are not required for this project.

Development of the site and construction of the proposed project are feasible from a geotechnical engineering standpoint based on the findings and recommendations presented in the geotechnical engineering investigation prepared by Irvine Soils, Inc. The existing fill and upper disturbed alluvial soils are not recommended for foundation, slab or paving support. Therefore, remedial grading would be required to create a structural fill cap for foundation and slab support. Conventional foundations and slabs will then be appropriate. Implementation of the recommendations contained in the Irvine Geotechnical, Inc., report will be necessary to address the seismic and geotechnical constraints. As a result, the proposed improvements will not be subject to geologic and geotechnical hazards associated with settlement, slippage, landsliding, expansive soils, liquefaction, or chemical attack. Also, construction of the project will not have an adverse effect on the existing structures or offsite properties. Potential impacts would be reduced to a less than significant level.

**4.6(d) *Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?***

***Less than Significant Impact.*** As previously indicated, the project site is located within an intensely urbanized area that is suitable for development. Roadways and other related structures are currently located adjacent to the project site, which demonstrate the integrity of the soil in the area. Surface and near surface soils consisted of very fine to medium sands, silts and clays with some potential for expansion. These soils are not considered suitable for use as engineered fill, and their use as engineered fill beneath foundation or slabs is not recommended. Several recommendations are contained in the geotechnical report for inclusion in the design and implemented during construction. The proposed improvements will not be subject to geologic and geotechnical hazards associated with settlement, slippage, landsliding, expansive soils, liquefaction, or chemical attack. Adherence to these recommendations will ensure that potential impacts will be less than significant. Therefore, project implementation will not pose any significant impacts and no mitigation measures are necessary.

**4.6(e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

***No Impact.*** There are adequate sewer facilities within the affected roadways in the project area. Although project implementation would result in an increase in the generation of raw sewage associated with site development, the increase in the demand on current sewer facilities and/or the need for additional sewer facilities from project implementation would not be significant. No septic tanks would be required. No impacts associated with inadequate soils conditions related to septic tanks or alternative waste water disposal systems are anticipated and as a result of project implementation and no mitigation measures are required.

**Mitigation Measures**

- MM 6-1            The project shall comply with all applicable recommendations included in the Geotechnical Engineering Report (Conclusions and Recommendations) prepared by Irvine Geotechnical, Inc., dated April 10, 2015.
- MM 6-2            The project shall comply with the current edition of the CBC and all applicable City of La Puente Grading and Building Code requirements.

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<sup>4</sup>Based on the data collected in the boring and procedures established by Tokimatsu and Seed, 1987 and modified by D. Pradel, 1998.

MM 6-3      Site preparation and grading shall comply with the approved Final Water Quality Management Plan.

#### 4.7 GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			■	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			■	

#### Impact Analysis

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

**Less than Significant Impact.** Development of the proposed 45-unit single-family detached residential condominium project would occur in less than two years. During project construction, the CalEEMod2013.2.2 computer model predicts that the construction activities will result in the generation of an amortized total of 12.5 MT CO<sub>2</sub>e per year based on the 30-year amortization rate as reflected in South Coast Air Quality Management District (SCAQMD) policy. As a result, the project’s construction-related GHG emissions are less than significant.

**Table 7-1**

**Construction Emissions (Metric Tons CO<sub>2</sub>e)  
Del Valle Residential Project**

	CO <sub>2</sub> e
Year 2017	353.0
Year 2018	23.4
Total	376.4
<b>Amortized</b>	<b>12.5</b>
SOURCE: Giroux & Associates (September 14, 2016)	

The input assumptions for operational GHG emissions calculations and the GHG conversion from consumption to annual regional CO<sub>2</sub>e emissions are summarized in the CalEEMod2013.2.2 output files found in Appendix A of the Air Quality Assessment. As with the criteria air pollution calculations no GHG emissions credit was taken for the existing church use. The total operational and annualized construction emissions for the proposed project are identified in Table 7-2.

**Table 7-2**

**Proposed Uses Operational Emissions  
Del Valle Residential Project**

Consumption Source	CO2e
Area Sources	15.1
Energy Utilization	180.8
Mobile Source	608.7
Solid Waste Generation	24.1
Water Consumption	20.5
Construction	12.5
<b>Total</b>	<b>861.7</b>
Guideline Threshold	3,000
Exceeds Threshold?	No
SOURCE: Giroux & Associates (September 14, 2016)	

Total project GHG emissions would be substantially below the proposed significance threshold of 3,000 MT suggested by the SCAQMD. Hence, the project would not result in generation of a significant level of greenhouse gases. No mitigation measures are required.

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

**Less than Significant Impact.** California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statues and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07.

AB 32 is one of the most significant pieces of environmental legislation that California has adopted. Among other things, it is designed to maintain California’s reputation as a “national and international leader on energy conservation and environmental stewardship.” It will have wide-ranging effects on California businesses and lifestyles as well as far reaching effects on other states and countries. A unique aspect of AB 32, beyond its broad and wide-ranging mandatory provisions and dramatic GHG reductions are the short time frames within which it must be implemented. Major components of the AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate “early action” control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California’s GHG emissions be reduced to 1990 levels.
- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, to be achieved by 2020.
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Statewide, the framework for developing the implementing regulations for AB 32 is under way. Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, from greater use of renewable energy and from increased structural energy efficiency. Additionally, through the California Climate Action Registry (CCAR now called the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e. company owned) and indirect sources (i.e. not company owned). Direct sources include combustion emissions from on-

and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO<sub>2</sub> equivalent/year CO<sub>2</sub>e. In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions which recommended a threshold of 3,000 MT CO<sub>2</sub>e for all land use projects. This 3,000 MT/year recommendation has been used as a guideline for this analysis. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the project level.

The City of La Puente has not yet developed a Greenhouse Gas Reduction Plan. The applicable GHG planning document is AB 32. Because the project is not expected to result in a significant increase in GHG emissions. As a result, the project results in GHG emissions below the recommended SCAQMD 3,000-ton threshold. Therefore, the project would not conflict with any applicable plan, policy, or regulation to reduce GHG emissions.

**Standard Conditions**

No standard conditions are required.

**Mitigation Measures**

No significant GHG impacts will occur as a result of project implementation and no mitigation measures are required.

**4.8 HAZARDS AND HAZARDOUS MATERIALS**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		■		
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		■		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			■	
d. Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?				■
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				■
f. For a project within the vicinity of a private airstrip,				■

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
would the project result in a safety hazard for people residing or working in the project area?				
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			■	
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?				■

**Impact Analysis**

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

**Less than Significant with Mitigation Incorporated.** Project implementation includes the redevelopment of an existing site that is occupied by the Soka Gakkai structure. The existing structures, which may contain asbestos-containing materials (ACM) and lead-based paint (LBP), will be demolished in order to implement the proposed Project. Without proper remediation, it is possible that ACM could be released into the environment. According to the Environmental Protection Agency (EPA), ACM that is intact and in good condition can, in general, be managed safely in-place under an Operations and Maintenance (O&M) program until removal is dictated by renovation, demolition, or deteriorating material conditions. In addition to ACM, it is also possible that LBP may also exist within the existing structures. Similar to ACM, the release of LBP into the environmental could pose a potential health risk, given the proximity of the two schools and the residential uses in the project environs. The project will also comply with SCAQMD asbestos and lead management procedures to ensure that potential hazards are avoided. Therefore, appropriate measures have been prescribed to ensure that potential health risks associated with the release of ACM and/or LBP are reduced to a less than significant level (refer to MM 8-1 and MM 8-2).

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

**Less than Significant with Mitigation Incorporated.** As indicated above, without proper remediation, it is possible that ACM and/or LBP could be released into the environment. Therefore, prior to any disturbance of the structures and construction materials within the project site, a comprehensive ACM and LBP survey shall be conducted and appropriate measures prescribed to ensure that no release of either ACM or LBP occurs, including during remediation and transport and disposal of those materials. Remediation shall comply with all applicable regulatory requirements. Air emissions of asbestos fibers and leaded dust would be reduced to below a level of significance through compliance with existing federal, state, and local regulatory requirements and implementation of the mitigation measures prescribed below.

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

**Less than Significant Impact.** The proposed project is residential in nature and will include demolition of the existing non-residential structure and parking lots occupying the site, which will be replaced with the 45 single-family residential condominium dwelling units. Two schools are located adjacent to the site. Del Valle Elementary School and Sierra Vista Middle School are located north and west of the subject property, respectively. Because the existing structures may contain asbestos-containing material (ACM) and/or lead-based paint (LBP), if not properly abated, demolition of the existing structures could result in the release of ACM and/or LBP into the air during the demolition phase. However, implementation of MM 8-1 and MM 8-2

will ensure that both ACM and LBP are abated in accordance with regulatory requirements, which will ensure that air emissions of asbestos fibers and leaded dust will be reduced to levels consistent with existing federal, state, and local regulatory requirements. Therefore, potential impacts will be reduced to a less than significant level.

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

**Less than Significant Impact.** A Phase I Environmental Site Assessment (ESA) was conducted on the subject site to determine the nature and extent of potential contamination that may now characterize the property associated with the historic use of the site. The Phase I ESA revealed that the subject property is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. There is no evidence of the present or past use, treatment, storage, disposal or generation of hazardous substances on the site.<sup>5</sup> The nearest listed contaminated site to the subject property is Bircher Construction, which is located approximately one-third mile east of the site. This property had a reported release of solvent that was granted case closure by the Regional Water Quality Control Board in 1992. It is considered unlikely that the soil and/or groundwater beneath the subject property have been impacted by this offsite release.

The Phase I ESA determined that is no evidence of existing aboveground or underground storage tanks, clarifiers, sumps, or grease interceptors. Although containers of typical household/commercial cleaning products were observed during the site investigation, no evidence of spills and/or stains was observed during the site reconnaissance. Due to the date of construction of the existing building, it is considered likely that the on-site ballasts contain PCB concentrations greater than the federal action limit of 50 parts per million (ppm). As previously indicated, the area surrounding the project site is urbanized and developed with single- and multiple-family dwelling units and two schools. The proposed Project includes the construction of 45 single-family residential condominium dwelling units on the site that would not be impacted by potential hazardous materials and/or contamination. The assessment conducted on the property revealed no evidence of recognized environmental conditions (RECs), historical recognized environmental conditions (HRECs), or controlled recognized environmental conditions (C-RECs).<sup>6</sup> Therefore, no significant impacts are anticipated and no mitigation measures are required.

**4.8(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?***

**No Impact.** The proposed project is not located within an airport (or heliport) land use plan or within two miles of a public airport or public use airport. The nearest aviation facilities are located in Fullerton approximately 13 miles southwest of the site, La Verne (Brackett Field) is approximately 19 miles northeast of the site, and El Monte is located approximately 10 miles northwest of the site. Aviation operations at the three nearest airports would not pose a potentially significant safety impact to either the proposed residential dwelling units or residents. No impacts will occur as a result of project implementation.

**4.8(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?***

**No Impact.** There are no private airstrips located within the vicinity of the proposed project. No impacts related to aviation safety would occur as a result of project implementation.

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<sup>5</sup>Environmental Site Assessment – Phase I Commercial Property APN 8251-003-011; California Environmental; March 2015.

<sup>6</sup>*ibid.*

**4.8(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less than Significant Impact.** Emergency response in the City of La Puente is addressed in the Community Safety Element. La Puente participates in the Standardized Emergency Management System (SEMS), which provides a statewide framework for coordinating multi-agency responses to emergencies and disasters. The City's SEMS incorporates mutual aid agreements with other jurisdictions, establishes lines of communication during emergencies, and standardizes incident command structures. Local emergency services providers include the Los Angeles County Sheriff and Fire Departments. As discussed previously, the project is consistent with the long-range plans adopted by the City of La Puente. The project site is located adjacent to Del Valle Avenue, which provides direct access to the proposed homes. Although it may be expected that potential calls for emergency may increase given the increase in development intensity and the addition of 45 homes, the project would not conflict or interfere with either the City's Emergency Operations Plan or evacuation plan because it does not pose any use or activity (e.g., use of hazardous materials, etc.) that would conflict with that plan. In addition, adequate vehicular/emergency access to the project is provided along Del Valle Avenue. Potential impacts will be less than significant; no mitigation measures are required.

**4.8(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?**

**No Impact.** The project site is not located in an area designated by the City of La Puente as being subject to wildland fires. The subject property is located in an urban area that is virtually flat and does not support dense natural vegetation that is characteristic of high fire hazard areas. No impacts will occur as a result of the proposed project.

**Standard Conditions**

No standard conditions are required.

**Mitigation Measures**

- MM 8-1 Prior to the issuance of a demolition permit, an asbestos survey shall be conducted at the on-site structure. The asbestos survey must be overseen by a California-Certified Asbestos Consultant. The results of this survey should provide a description of the asbestos-containing materials, their locations, estimated quantity, and recommendations for removal, containment, and off-site transportation and disposal. If it is determined that ACM exists in the structure, measures shall be prescribed to ensure that no release of either ACM occurs. ACM shall be abated in accordance with applicable federal, state and local regulatory requirements, including transport and disposal.
- MM 8-2 Prior to issuance of a demolition permit, onsite building structures (with the exception of the childcare building and portable classroom buildings) shall be assessed for the possible presence of lead-based paint. This study must be conducted by trained and/or licensed professionals. The results of this study should provide a description of the lead-based paint locations, estimated quantity, and recommendations for removal, containment, and off-site transportation and disposal. If it is determined that LBP exists in the structure, measures shall be prescribed to ensure that no release of LBP occurs. LBP shall be abated in accordance with applicable federal, state and local regulatory requirements, including transport and disposal.
- MM 8-3 Fluorescent light fixtures shall be inspected for PCB content labels prior to disposal. If it is determined that the light fixtures exceed the federal action limit, the fixtures shall be abated and disposed in accordance with federal, state and local regulatory requirements.

## 4.9 HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			■	
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)?			■	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?			■	
d. Substantially alter the existing drainage pattern of the site or area, including through 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?			■	
e. Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			■	
f. Otherwise substantially degrade water quality?			■	
g. Place housing within a 100-year flood hazard as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				■
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				■
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?				■
j. Inundation by seiche, tsunami, or mudflow?				■

### Impact Analysis

#### 4.9(a) *Violate any water quality standards or waste discharge requirements?*

**Less than Significant Impact.** Implementation of the project includes development of the 3.89-acre subject property with 45 single-family detached townhomes. The project environs is currently developed with a variety of land uses and structures, including public schools to the north and multiple-family residential to the south, and single-family residential homes east of Del Valle Avenue. The 3.89-acre project site is improved with a single structure used for religious meetings, a parking lot, and landscaped areas. Project implementation will result in some grading that would expose the underlying soils to potential erosion that could affect water quality. Although project implementation may not result in any significant direct violations of water quality objectives as a result of the implementation of the requisite Best Management Practices (BMPs) pursuant to the WQMP as previously discussed (refer to Section 4.6, Geology and Soils), the potential erosion and short-term effects of the construction activities could adversely affect water quality. Implementation of the BMPs outlined

in the preliminary WQMP will ensure that development of the site as proposed will not violate any discharge requirements established by the Regional Water Quality Control Board.

The project site ultimately drains to the La Puente Creek, which is listed in the 2010 Clean Water Act (CWA) Section 303(d) list for indicator bacteria and selenium. Currently, La Puente Creek has no existing beneficial uses; however, potential beneficial uses include municipal and domestic supply, groundwater recharge, water contact and non-contact water recreation, warm freshwater habitat, and wildlife habitat. The pollutants anticipated as a result of project implementation are listed in Table 9-1. As indicated in the table, one of the two pollutants of concern, is expected as a result of project implementation. Furthermore, although organic compounds would not be expected as a result of the proposed residential development, all of the remaining pollutants listed in Table 9-1 would either be expected to occur or have the potential to occur due to one or both project elements (i.e., residential and parking). However, stormwater best management practices (BMPs) proposed for the project would be designed to address the pollutants of concern to ensure that existing water quality standards are not exceeded. As a result, potential impacts would be less than significant.

**Table 9-1**

**Potential Project-Related Pollutants  
Del Valle Residential Project**

Land Use	Sediment/ Turbidity	Nutrients	Organic Compounds	Trash & Debris	Oxygen Demanding Substances	Bacteria & Viruses	Oil & Grease	Pesticides	Metals
Attached Residential	E	E	N	E	P <sup>1</sup>	P	P <sup>2</sup>	E	N
Parking Lots	P <sup>1</sup>	P <sup>1</sup>	E <sup>4</sup>	E	P <sup>1</sup>	P <sup>5</sup>	E	P <sup>1</sup>	E

P – Potential  
E – Expected  
N – Not Expected

<sup>1</sup>A potential pollutant if landscaping or open area exists on the project site.  
<sup>2</sup>A potential pollutant if land use involves animal waste  
<sup>3</sup>Specifically, petroleum hydrocarbons  
<sup>4</sup>Specifically, solvents  
<sup>5</sup>Bacterial indicators are routinely detected in pavement runoff.

SOURCE: Psomas (September 2016)

**4.9(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)?**

**Less than Significant Impact.** The source of domestic water provided to the City by the La Puente Valley County Water District is groundwater through three extraction wells. It is anticipated that the proposed project would not result in the depletion of any groundwater supplies or interfere with groundwater recharge because, with the exception of the subject property, the entire area within which the site is located is developed and covered to a large degree with impervious surfaces. Approximately 40 percent of the site is classified as impervious. However, the subject property does not contribute significantly to the basin groundwater resources due to the small size and limited pervious surface area. Project implementation will change the existing runoff conditions (i.e., potential increase in the amount of impervious surfaces on the site. Although there will be an incremental increase in impervious coverage resulting from redevelopment of the site as proposed, the increase in pervious surface would not significantly affect groundwater supplies in the region. The proposed 45-unit single-family detached condominium development would create a small demand for domestic water, which is anticipated in the long-range plans adopted by the City of La Puente that included the potential development of up to 14 dwelling units per acre (maximum) based on buildout of the General Plan, The adopted Land Use Element of the La Puente General Plan is the basis for future water demands. The

applicant is proposing 45 detached residential condominiums, which is less than the maximum provided for in the Land Use Element (3.89 acres x 14 du/ac = 53 dwelling units). However, the project has been designed with a BMP that will not only enhance water quality but also provide for infiltration during each rain event, including non-storm water, which would also be infiltrated. The addition of this groundwater would offset the domestic water demand of the proposed project. Therefore, potential impacts are anticipated to be less than significant and no mitigation measures are required.

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

**Less than Significant Impact.** As indicated above, with the exception of the project site, the surrounding project area supports existing development and a significant portion of that area is covered with impervious surfaces (e.g., residential and educational structures and facilities, sidewalks, streets, etc.). Although implementation of the proposed residential development would result in modifications to the on-site drainage features, the changes would not result in any significant changes to existing drainage courses. Several surface drains collect parking lot drainage and convey the runoff in that area to the unirrigated and vacant westerly portion of the site. A small portion of the surface drainage generated by the surface parking lot is directed to the north and onto the existing lawn area where it ponds and filtrates into the landscape area. A small amount of the overflow may spill over the perimeter retaining wall of the adjacent property into the adjacent lot. A small portion of the parking lot at the southeasterly area sheet flows in a northeasterly direction and exits the site and discharges onto the Del Valle Avenue. Runoff follows the slope of the street to the north and is collected in the existing catch basin in Del Valle Avenue.

The site is divided into two drainage sub-areas as reflected in Table 9-2. As indicated in the table, Sub-area 1A encompasses 3.78 acres and is 61 percent impervious. This sub-area drains to the northwest corner of the site. The existing 25-year runoff velocity (Q<sub>25</sub>) is estimated to be 10.62 cubic feet per second (cfs). Sub-area 2B, which encompasses only 0.11 acre and discharges directly onto Del Valle Avenue., is 92 percent impervious and has a Q<sub>25</sub> of only 0.33 cfs.

**Table 9-2**

**Existing Hydrology - 25-year Storm Event  
Del Valle Residential Project**

Drainage Subarea	Area (Acres)	Tc (Minutes)	Percent Impervious	Q25 (cfs)
1A	3.78	6	61	10.62
2B	0.11	5	82	0.33
Tc - Time of Concentration				
SOURCE: Psomas (September 2016)				

Drainage features, including storm drains and infiltration BMPs, will be incorporated into the project design to ensure that post-development surface flows can be accommodated. As indicated in Table 9-3, the proposed project will result in impervious surfaces covering 86 percent of the site, which is 25 percent more than the pre-project condition, which was 61 percent impervious. Table 9-3 provides a comparison of the Q<sub>25</sub> surface runoff characteristics for the existing and post-development conditions. As indicated in the table, the increase in impervious area resulting from project implementation will also result in a post-development surface runoff volume that is greater than the existing condition. (64,646 cubic feet versus 50,185 cubic feet). However, although the volume of runoff will increase by approximately 28 percent, the Q<sub>25</sub> flow would decrease by

approximately 15 percent from 10.62 cfs (existing) to 9.01 cfs (post-development).<sup>7</sup> This is due to the fact that the project has been designed with a flatter slope, which results in an increased time of concentration but a reduced peak flow. An on-site detention system will be designed to detain the additional runoff prior to off-site discharge to satisfy hydrologic detention requirements. As a result, potential impacts will be less than significant; no mitigation measures are required.

**Table 9-3**

**Existing Versus Development Conditions Comparison  
Del Valle Residential Project**

Subarea	Existing Conditions			Post-Development Conditions			Change	
	Percent Impervious	Q <sub>25</sub> (cfs)	Volume (cu.ft.)	Percent Impervious	Q <sub>25</sub> (cfs)	Volume (cu.ft.)	Q <sub>25</sub> (cfs)	Volume (cu.ft.)
1A	61	10.62	50,185	86	9.01	64,646	-1.61	14,461

SOURCE: Psomas (September 2016)

**4.9(d) Substantially alter the existing drainage pattern of the site or area, including through 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?**

**Less than Significant Impact. Less than Significant Impact.** As indicated above, implementation of the project as proposed would not substantially alter the existing drainage pattern of the site or area. As indicated in the preliminary WQMP prepared for the proposed project, the post-development impervious coverage of the site is estimated to be an average of 86 percent. Although the site is currently improved and approximately 61 percent impervious, the proposed post-development impervious coverage will be about 25 percent more than under existing conditions. Additional drainage facilities will be incorporated into the project design to accommodate the storm flows resulting from development of the subject property with the proposed single-family detached residential condominium development. It is anticipated that there will be an increase in the surface runoff volume generated on-site as a result of the increase in impervious surfaces resulting from site development; however, the peak surface flow would be reduced by 1.61 cfs.

In order to comply with both City and state water quality requirements as approved through the preparation of a WQMP, on-site BMPs are proposed for to adequately address hydrology and water quality mandates. The requirements, approved by the Regional Water Quality Control Board, include either: (1) treatment of the peak mitigation flow rate or volume of runoff produced in a 0.75-inch, 24-hour rainfall event, or (2) in an 85<sup>th</sup> percentile, 24-hour storm event, whichever is greater. The isohyet (i.e., an area of equal rainfall at a specified time or period) for the latter for the project site is 1.08 inches, which is the greater of the two storm events and, therefore, was the basis for the analysis included in the WQMP.

As indicated previously, the proposed project will increase the impervious area. However, the project has been designed to reduce the slope. Although the volume of runoff will increase as a result of the increase in impervious surfaces on the site, the velocity of the runoff would decrease by approximately 15 percent (refer to Table 9-3). If it is not feasible to meet low impact development (LID) criteria through retention and/or biotreatment provided on-site or at a sub-regional scale, then treatment control BMPs must be provided on-site or off-site prior to discharge to waters of the U.S. Sizing of treatment control BMPs are based on the unmet volume after claiming applicable water quality credits, if appropriate. If treatment control BMPs can treat all of the remaining unmet volume and have a medium to high effectiveness for reducing the primary pollutants of concern, the project is considered to be in compliance. Since infiltration is feasible based on the findings presented in the preliminary geotechnical report, the project includes a drywell design. The BMP system proposed for the project can accommodate a total of 3,054 cubic feet of “mitigated” volume. However, since the

<sup>7</sup>Since sub-area 2B drains directly off-site in the existing condition, it was excluded from the comparison because all runoff in the post-development condition must be retained on-site prior to discharge.

hydrologic detention storage of 14,461 cubic feet generated by the project is greater than the mitigated volume of 11,918 cubic feet, the remaining hydrologic detention of 11,407 cubic feet, in addition to the drywell system storage is expected to be sufficient to also satisfy the water quality storage requirement. The hydrologic detention storage will be in the form of oversized pipes located within the project site.

As a result, the proposed project will neither result in flooding on or off-site. Any potential impacts resulting from implementation of the project are anticipated to be less than significant with the incorporation of the proposed storm drain facilities and BMPs that are intended to avoid impacts to surface water and groundwater quality. No mitigation measures are required.

**4.9(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?**

**Less than Significant Impact.** As previously indicated, surface runoff volumes are anticipated to increase as a result of the increase in the area of impervious surfaces that will be placed on the subject property. The site has been designed in a manner that will accommodate surface flows and will generally drain over the site in the same directions as under current conditions. All of the post-development surface runoff will be accepted into the municipal storm drain located within Del Valle Avenue. In addition, existing and proposed on-site storm drain and detention facility as well as flood control facilities located downstream from the project site have adequate capacity to accommodate the surface runoff. Therefore, it is anticipated that existing storm drainage and flood control facilities will not be adversely affected. No significant impacts are anticipated and no mitigation measures are required.

**4.9(f) Otherwise substantially degrade water quality?**

**Less than Significant Impact.** As previously indicated, the subject property supported an existing religious use structure and surface parking lot. Nonetheless, surface water quality in the project area is similar to that which is characterized for other urbanized areas in the City and County of Los Angeles. Although implementation of the project as proposed will alter the existing surface flows, the alterations would not result in any significant changes to either the existing surface or groundwater characteristics. The surface runoff quality would be similar to the runoff characteristics of other commercial development in La Puente. Therefore, with the implementation of BMPs and detention features, the proposed project would not result in any significant direct violations of water quality objectives for either surface or groundwater as established by the Water Quality Control Plan prepared for the basin. As indicated previously, the applicant will be required to comply with grading and drainage requirements prescribed by the City of La Puente as well as BMPS to ensure that construction activities (e.g., grading/site alteration, etc.) do not result in impacts to the existing surface water and groundwater in the area. In addition, long-term water quality impacts would also be avoided through the implementation of structural, non-structural and treatment control BMPs that are identified in the WQMP prepared for the project to ensure that long-term water quality impacts are minimized. Therefore, no significant water quality impacts are anticipated and no mitigation measures are required.

**4.9(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?**

**No Impact.** No portion of the City of the City of La Puente is located within a 100-year flood plain as delineated on Flood Insurance Rate Maps (FIRM) published by the Federal Emergency Management Agency (FEMA).<sup>8</sup> Project implementation would not result in the placement of housing with a flood hazard area. No impacts will occur as a result of the proposed project.

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<sup>8</sup>La Puente General Plan, Community Safety Element; Adopted May 18, 2004 (Resolution No. 04-4384).

**4.9(h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?**

**No Impact.** As indicated above, because the site is not located within the FEMA-designated 100-year flood plan, no structures are proposed in a flood hazard area that would impede or redirect flood flows. No impacts will occur as a result of project implementation.

**4.9(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?**

**No Impact.** La Puente is located south of the Santa Fe Dam and northeast of the Whittier Narrows Dam, both of which pose minimal flood threats to a small area in the northwest corner of the West Puente Valley area and portions of unincorporated Los Angeles County adjacent to the City Planning area west of Puente Avenue. The City. The project site not located with either potential inundation area. The project is also beyond the potential inundation area of Puddingstone Dam in San Dimas. Therefore, neither the site nor the proposed single-family homes would be exposed to potential flooding or inundation associated with the failure of these facilities. No impacts will occur as a result of project implementation.

**4.9(j) Inundation by seiche, tsunami, or mudflow?**

**No Impact.** A seiche involves the oscillation of a body of water in an enclosed basin, such as a reservoir, storage tank, or lake. According to the City's General Plan, no enclosed bodies of water are located in the immediate vicinity of the site; therefore, no impacts from seiches are anticipated as a result of project implementation. A tsunami, commonly referred to as a tidal wave, is a sea wave generated by submarine earthquakes, major landslides, or volcanic action. The City of La Puente is located well inland, away from the Los Angeles County coastline. Due to the elevation and the distance from the coastline, tsunami hazards do not exist for the project site and vicinity. Similarly, the two sites are essentially flat and devoid of steep slopes (either natural or manmade) that could be undermined by seismic activity or other instability to cause mudflows. Implementation of the proposed sewer main extension project will not expose people or structures to seiches, tsunamis or mudflows. Therefore, no impacts will occur as a result of project implementation.

**Standard Conditions**

- SC 9-1 Prior to issuance of a grading permit, the project applicant shall be required to submit a notice of intent (NOI) with the appropriate fees to the State Water Quality Resources Control Board for coverage of such future projects under the General Construction Activity Storm Water Runoff Permit prior to initiation of construction activity at a future site. As required by the NPDES permit, a Storm Water Pollution and Prevention Plan (SWPPP) will be prepared and will establish BMPs in order to reduce sedimentation and erosion.
- SC 9-2 Prior to issuance of a grading permit, the project applicant shall prepare a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP will establish BMPs in order to reduce sedimentation and erosion and prevent construction pollutants from leaving the site. The project shall also incorporate all monitoring elements as required in the General Construction Permit. The project applicant shall also develop an erosion and sediment control plan to be reviewed and approved by the City of La Puente prior to issuance of grading permit.
- SC 9-3 Future site grading and construction shall comply with the drainage controls imposed by the applicable building code requirements prescribed by the City of La Puente.
- SC 9-4 Prior to the issuance of a grading permit, the applicant shall comply with the water quality requirements of Order R4-2012-0175, which mandates the implementation of LID requirements.

**Mitigation Measures**

Implementation of the standard conditions, including the SWPPP and WQMP will ensure that potential increases in surface runoff can be adequately accommodate and potential water quality impacts would be avoided or reduced to a less than significant level. No mitigation measures are required.

**4.10 LAND USE AND PLANNING**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Physically divide an established community?				■
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?			■	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				■

**Impact Analysis**

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

**No Impact.** The subject property that is the subject of the proposed development project encompasses approximately 3.89 acres in the east-central limits of La Puente. The site is bounded by Del Valle Avenue on the east, single- and multiple-family residential development on the south, and an elementary school and a middle school to the north and west, respectively. Single-family residential development exists east of Del Valle Avenue. As indicated previously, the area surrounding the subject property is entirely developed with a variety of land uses, including predominantly residential and public/institutional development. The applicant is proposing to redevelop the existing property that is currently used for religious purposes with 45 single-family detached condominiums. Although the use of the subject property would change from its present religious use, project implementation would not divide or otherwise adversely affect or change an established community because the development located adjacent to the site is comprised of single- and multiple-family residential dwelling units and schools. The project is consistent with the adopted land use designation (Medium Density Residential) and zoning (R-2) and is compatible with the surrounding uses. The proposed dwelling units do not contain any features or elements (e.g., roadways, channels, incompatible development, etc.) that would physically divide the existing residential neighborhoods in the project vicinity. Therefore, no impacts will occur as a result of project implementation.

**4.10(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?**

**Less than Significant Impact.** As previously indicated the project site is designated Medium Density Residential on the La Puente Land Use Policy Map. Zoning adopted for the site is R-2 (Medium Density Residential). Goal 5 of the Community Development Element of the La Puente General Plan addresses residential development. The proposed project is consistent with the land use and zoning adopted for the site with approval of a Planned Development Permit. As summarized in Table 10-1, the proposed residential

development is consistent with the applicable long-range goals, policies and programs adopted by the City of La Puente and articulated in the Community Development Element of the General Plan.

**Table 10-1**

**Community Development Element Consistency Analysis  
Del Valle Residential Project**

Policy No.	Policy	Consistency Assessment
<b>Goal 5: Safe and attractive neighborhoods providing a range of quality housing, parks, community services, and public facilities.</b>		
5.1	Facilitate and encourage a diversity of housing types and prices to address changing needs in La Puente	The applicant is proposing single-family detached residential dwelling units. Although the homes are single-family in nature, they will provide an additional housing type in an area characterized by single-family detached and multiple-family residential dwelling units.
5.2	Encourage property maintenance and rehabilitation and housing replacement activities, where appropriate, to improve neighborhood conditions.	N/A. The project includes new residential development. Property maintenance is assured by compliance with the CC&Rs of the homeowners' association.
5.3	Establish residential development standards addressing useable open space, building features (e.g., scale, height, size, and articulation), landscaping, and adequate parking.	The proposed project includes a small recreation area to serve future residents and extensive landscaping to enhance the residential character of the project. Adequate parking is also provided. However, the applicant is requesting deviations from the existing side yard setback requirement for the second story, and a small encroachment into the front setback for a covered porch for one unit. Other deviations requested by the applicant include a reduction in the distance between proposed buildings, and modifications in the dimensions of covered parking space as well as the size of parallel parking spaces and lot size. Such deviations would not be incompatible with the existing land uses.
5.4	Ensure adjacent residential neighborhoods are buffered from potentially incompatible land uses.	The project has been designed to be compatible with the adjacent and nearby land uses. Walls will physical separate the proposed development from the adjacent properties. In addition, ample landscaping will also be incorporated into the project design to soften the interface between the proposed residential use and the adjacent properties to the north and west and the multiple-family residential homes to the south. In addition, the interior streets are also landscaped to create a unified theme and to enhance the character of the proposed homes.
5.5	Pursue the creation of additional pocket parks through lot consolidation, recycling of underutilized parcels, and City financial assistance as available.	N/A. The proposed project includes a private recreation area at the western end of the site to serve future residents.

Policy No.	Policy	Consistency Assessment
5.6	Develop a streetscape enhancement plan that addresses street trees, signage, and other landscape amenities within residential neighborhoods.	As indicated above, the proposed project includes a landscape plan that provides for perimeter landscaping as well as throughout the site in order to enhance the character of the site as well as ensure compatibility with the adjacent and surrounding land uses.
5.7	Enforce the City's Noise Ordinance to reduce periodic noise nuisances including but not limited to noisy parties and loud music.	The proposed project will be subject to all applicable requirements prescribed in the La Puente Noise Ordinance, during both construction and in the long-term.

As indicated in Table 10-1, the proposed project is consistent with the applicable policies articulated in the Community Development Element of the La Puente General Plan with the exception of the requested deviations. However, no significant conflicts with those policies will occur. The City Council would be required to approve the requested deviations identified above and in the project description. Potential impacts are anticipated to be less than significant; no mitigation measures are required.

**4.10(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** The La Puente General Plan identifies the City's open space and conservation areas. However, because the area of the City in which the subject property is located is completely developed, natural open space and native habitat do not exist in the project environs. The subject property encompasses approximately 3.89 acres that are currently developed as a religious center (Soka Gakkai International Temple). The project site has been altered as a result of past agricultural use of the property and, subsequently, in order to accommodate the existing development on the easterly portion site. As a result, no natural features and/or habitat that would support sensitive species exist on the site. In particular, neither the site nor the surrounding areas is located within a Habitat Conservation Plan (HCP) and, furthermore, is not subject to an existing Natural Community Conservation Plan (NCCP). Therefore, project implementation will not adversely affect such a plan, sensitive habitat and/or resources. No impacts are anticipated as a result of project implementation.

**Standard Conditions**

No standard conditions are required.

**Mitigation Measures**

No significant land use impacts will occur as a result of project implementation and no mitigation measures are required.

**4.11 MINERAL RESOURCES**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				■
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local				■

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
general plan, specific plan or other land use plan?				

**Impact Analysis**

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

**No Impact.** The project site is located in an area of the City that is currently developed and designated for urbanization in accordance with the La Puente General Plan. Neither the La Puente General Plan nor the State of California has identified the project site or environs as a potential mineral resource of Statewide or regional significance. No mineral resources are known to exist either on the site or in the project environs; therefore, project implementation will not result in any significant impacts to mineral resources and no mitigation measures are required.

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

**No Impact.** As indicated above, the La Puente General Plan does not identify the project environs as having potential value as a locally important mineral resource site. No mineral resources are known to exist on the site. Project implementation (i.e., development of 45 single-family condominium homes) as proposed will not result in the loss of any locally important mineral resource site and, therefore, no significant impacts will occur and no mitigation measures are required.

**Standard Conditions**

No standard conditions are required.

**Mitigation Measures**

No significant impacts to mineral resources will occur as a result of project implementation and no mitigation measures are required.

**4.12 NOISE**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		■		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			■	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			■	

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without 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 expose people residing or working in the project area to excessive noise levels?				■
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 levels?				■

### Impact Analysis

A noise assessment was prepared by Giroux & Associates to evaluate the potential short-term (i.e., construction-related) and long-term (operational) noise impacts anticipated to occur as a result of the proposed project. The findings and recommendations of the Noise Impact Analysis are summarized in the assessment of noise impacts below and has been included in the Initial Study as Appendix B.

**4.12(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?**

**Less than Significant with Mitigation Incorporated.** Refer to Section 4.12(c) and Section 4.12(d).

**4.12(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Less than Significant Impact.** Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. The effects of ground-borne vibration include discernible movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration-related problems generally occur due to resonances in the structural components of a building because structures amplify groundborne vibration. Within the “soft” sedimentary surfaces of much of Southern California, ground vibration is quickly damped out. Groundborne vibration is almost never annoying to people who are outdoors.

Groundborne vibrations from construction activities rarely reach levels that can damage structures. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance.

Peak particle velocity (ppv), the vibration descriptor commonly used to determine structural damage, is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in in/sec. The range of such vibration is as follows in Table 12-1.

**Table 12-1**

**Human Response to Transient Vibration  
Del Valle Residential Project**

Average Human Response	PPV (inches/second)
Severe	2.000
Strongly perceptible	0.900
Distinctly perceptible	0.240
Barely perceptible	0.035
SOURCE: Giroux & Associates (September 2016) Caltrans Transportation and Construction Vibration Guidance Manual (2013).	

Although numerous vibration criteria and standards have been suggested by researchers, organizations, and governmental agencies, neither Caltrans nor the Federal Highway Administration have adopted standards for vibration.

According to Caltrans, the threshold for structural vibration damage for modern structures is 0.5 in/sec for intermittent sources, which include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. The maximum vibration levels for preventing damage to structures from intermittent construction or maintenance activities for residential buildings in good repair with gypsum board walls to be 0.4–0.5 in/sec.<sup>9</sup> The damage threshold criterion of 0.2 in/sec is appropriate for fragile buildings. Del Valle Elementary School has buildings adjacent to the project site which could be older and more fragile and therefore the more conservative threshold damage criterion of 0.2 in/sec PPV was used to evaluate vibration impacts by transient and irregular sources. This threshold is applied in this analysis for transient vibration. Below this level there is virtually no risk of building damage. Table 2 shows that the predicted vibration levels generated by construction equipment.

**Table 12-2**

**Estimated Vibration Levels During Construction  
Del Valle Residential Project**

Equipment	PPV at 25 ft (in/sec)	PPV at 50 ft (in/sec)	PPV at 60 ft (in/sec)	PPV at 75 ft (in/sec)	PPV at 100 ft (in/sec)
Large Bulldozer	0.089	0.031	0.024	0.017	0.011
Loaded trucks	0.076	0.027	0.020	0.015	0.010
Jackhammer	0.035	0.012	0.009	0.007	0.004
Small Bulldozer	0.003	0.001	0.001	<0.001	<0.000
SOURCE: Giroux & Associates (September 2016) FHWA Transit Noise and Vibration Impact Assessment					

The closest sensitive uses adjacent to the project boundary are residential uses on the south and Del Valle Elementary School buildings to the north. Minimal separation from any proposed project structure is 20-25 feet. As reflected in Table 12-2, the predicted vibration levels generated by construction equipment would be below levels that could create structural damage in fragile buildings (i.e., 0.2 in/sec). Based on the estimated

<sup>9</sup>American Association of State Highway and Transportation Officials (AASHTO).

vibration levels during the construction phase, project implementation would not result in potentially significant vibration impacts; no mitigation measures are required.

**4.12(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than Significant Impact.** Potential long-term noise concerns from the commercial uses at the project site can be derived from vehicular operations on project area roadways. These concerns were addressed using the California specific vehicle noise curves (CALVENO) in the federal roadway noise model (the FHWA Highway Traffic Noise Prediction Model, FHWARD77-108). The model calculates the Leq noise level for a reference set of input conditions, and then makes a series of adjustments for site-specific traffic volumes, distances, speeds, or noise barriers.

Table 12-3 summarizes the 24-hour CNEL level at 50 feet from the roadway centerline along ten area roadway segments. The noise analysis utilizes data from the project traffic analysis, prepared by the traffic consultant for this project. Four traffic scenarios were evaluated; existing conditions without the project, existing conditions with project, future conditions without the project and future with project.

**Table 12-3**  
**Traffic Noise Impact Analysis (dBA CNEL at 50 feet from centerline)**  
**Del Valle Residential Project**

Roadway Segment		Existing No Project	Existing With Project	Future No Project	Future With Project
Del Valle/	N of Loukelton	70.1	70.3	70.2	70.4
	Loukelton-Mentz	69.2	69.5	69.2	69.5
	Mentz-Sierra Vista	69.2	69.3	69.2	69.4
	Sierra Vista-Temple	68.4	68.5	68.7	68.8
Loukelton/	W of Valle	65.8	65.9	65.8	66.0
	E of Valle	65.6	65.8	65.7	65.7
Mentz/	E of Del Valle	63.4	63.4	63.4	63.4
	W of Del Valle	50.1	58.8	50.1	58.8
Sierra Vista/	W of 5th	64.6	64.9	64.6	64.9
	5th-Del Valle	65.3	65.6	65.4	65.6

SOURCE: Giroux & Associates (September 2016)

Only one roadway segment is anticipated to exceed the +3 dB threshold. This segment is the driveway into the site which also runs north of the existing multi-family use. This segment currently only carries approximately 6 vehicles during the afternoon peak hour, presumably for church access. The project adds 39 vehicles during the peak hour which more intensifies the usage even though there would only be 45 peak hour trips. Although the “with project” condition could increase levels by up to +8.7 dB, because of extremely low existing usage. However, the overall noise level remains less than 59 dB CNEL which is suitable for residential and other noise sensitive uses. Other than the project driveway, project implementation does little to change the traffic noise environment. Because the area is mostly built out, addition of project traffic to area roadways minimally impacts the noise environment. The largest project related impact is +0.3 dB CNEL at 50 feet from the roadway centerline. Table 12-4 summarizes the noise level increases associated with future traffic levels with and without the proposed project.

**Table 12-4**

**Project Impact (dBA CNEL at 50 feet from centerline)  
Del Valle Residential Project**

Roadway Segment		Project Only Existing	Project Only Future	Cumulative Impacts
Del Valle/	N of Loukelton	0.2	0.2	0.3
	Loukelton-Mentz	0.3	0.3	0.3
	Mentz-Sierra Vista	0.1	0.2	0.2
	Sierra Vista-Temple	0.1	0.1	0.4
Loukelton/	W of Valle	0.1	0.2	0.2
	E of Valle	0.2	0.0	0.1
Mentz/	E of Del Valle	0.0	0.0	0.0
	W of Del Valle	8.7	8.7	8.7
Sierra Vista/	W of 5th	0.3	0.3	0.3
	5th-Del Valle	0.3	0.2	0.3
SOURCE: Giroux & Associates (September 2016)				

Cumulative impacts refer to the change from “Future with Project” and “Existing no Project” conditions. Other than the project driveway already discussed, Table 12-4 shows the largest cumulative impact is +0.4 dB CNEL. Project related traffic noise increases are either less than the +3 dB significance threshold or create a “with project” noise level of less than 60 dB CNEL such as on Mentz Street, internal to the project site, and are, therefore, less than significant; no mitigation measures are required.

The traffic volumes above in Tables 12-3 and 12-4 are extrapolated from the area p.m. peak hour (typically 5:00 p.m. to 6:00 p.m. to estimate traffic volumes during the school peak hour. However, it is the school peak hour which will most impact the traffic noise environment. Table 12-5 summarizes the hourly Leq based on the after school peak hour (typically 3:00 p.m. to 4:00 p.m.). As reflected in the table, traffic resulting from project implementation would cause a maximum increase in the noise level of 0.5 dB. Therefore, the proposed project would not cause a significant long-term noise impact; no mitigation measures are required.

**Table 12-5**

**Project Impact on After School Peak Hour Traffic Noise (dB Leq at 50 feet from centerline)  
Del Valle Residential Project**

Segment		No Project	With Project	Change (Project versus no Project)
Del Valle/	S of Loukelton	67.8	68.1	0.3
	N of Mentz	67.6	68.1	0.5
	S of Mentz	67.6	67.8	0.2
	N of Sierra Vista	67.7	67.9	0.2
SOURCE: Giroux & Associates (September 2016)				

**4.12(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than Significant with Mitigation Incorporated.** Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated by large, earth-moving equipment sources. Construction activities are treated separately in various community noise ordinances because they do not represent a chronic, permanent noise source.

Demolition and construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used which changes during the course of the project. Construction noise tends to occur in discrete phases dominated initially by demolition and/or earth-moving sources and later for finish construction. As indicated in Table 12-6, typical hourly average construction generated noise levels are about 71 dBA to 84 dBA Leq measured at a 50-foot reference distance.

**Table 12-6**

**Construction Equipment Noise Levels  
Del Valle Residential Project**

Phase	Equipment	Usage Factor <sup>1</sup>	Hours of Operation <sup>2</sup>	Published Noise @ 50 feet (dB)	Actual Measured Noise @ 50 feet (dB)	Cumulative Noise Level @ 50 feet (dB)
Demolition	Dozer	40%	3.2	85	82	78
	Concrete Saw	20%	1.6	90	90	84
	Tractor	40%	3.2	84	84	80
	Excavator	40%	3.2	85	81	78
Grading	Grader	40%	3.2	85	85	81
	Dozer	40%	3.2	85	82	78
	Excavator	40%	3.2	85	81	78
Building Construction	Forklift	20%	1.6	75	75	68
	Gen Set	50%	4.0	82	81	78
	Loader/Backhoe	37%	3.0	80	78	74
	Crane	16%	1.3	85	81	73
	Welder	46%	3.7	73	74	71
Paving	Paver	50%	4.0	85	77	74
	Paving Equip	40%	3.2	76	76	72
	Roller	38%	3.0	85	80	76

<sup>1</sup>Estimates the fraction of time each piece of equipment is operating at full power during a construction operation

<sup>2</sup>Represents the actual hours of peak construction equipment activity out of a typical 8-hour day

SOURCE: Giroux & Associates (September 2016)  
FHWA Roadway Construction Noise Model (2006)

Construction generated noise levels drop off or increase at a rate of about 6 dBA per doubling or halving of distance between the source and receptor. The closest Del Valle Elementary School classrooms are approximately 15 feet from the project perimeter and an additional 5 feet to the closest Del Valle home which would increase noise levels relative to the reference 50-foot setback. Table 12-7 shows the level of noise

anticipated for construction equipment operating at the 20-foot setback distance to the closest campus building.

**Table 12-7**

**Classroom Construction Equipment Noise Levels  
Del Valle Residential Project**

Phase	Equipment	Unmitigated Cumulative Noise Level @ 20 feet (dB)	Mitigated Cumulative Noise Level (dB) <sup>1</sup>	Mitigated Interior Noise Level (dB)	Exceeds Recommended Interior Noise Level?
Demolition	Dozer	86	74	49	No
	Concrete Saw	92	80	55	No
	Tractor	88	76	51	No
	Excavator	86	74	49	No
Grading	Grader	89	77	52	No
	Dozer	86	74	49	No
	Excavator	86	74	49	No
Building Construction	Forklift	76	64	39	No
	Gen Set	86	74	49	No
	Loader/Backhoe	82	70	45	No
	Crane	81	69	44	No
	Welder	79	67	42	No
Paving	Paver	82	70	45	No
	Paving Equip	80	68	43	No
	Roller	84	72	47	No
<sup>1</sup> With 12-foot sound barrier SOURCE: Giroux & Associates (September 2016)					

Under direct line-of-sight conditions, the peak exterior noise levels at the closest classroom would be as high as 76-92 dB. With all the doors and windows closed, interior levels would be 51-67 dB. That would be 12 dB higher than a level of 55 dB that would allow for quiet activities such as silent reading or writing.

In recognition of this possible noise intrusion, the contractor will be required to install a temporary sound wall along the shared school property line along the school boundary along the northern and western perimeter. The sound barrier should be 12 feet high and built with a heavy weight sound absorbing blanket with zero gaps hung on braced posts. The transmission loss through the barrier should be at least 12 dB. Any construction equipment noise would be from diffraction of sound waves crossing the top of the barrier. Because the buildings at Sierra Vista Middle School have a larger setback distance than those for Del Valle Elementary, mitigation measures for the more impacted campus are assumed to suffice for both. The temporary screen wall would not be required to be installed if construction activities occur during the months when school is not in session, unless summer instruction is being held.

Demolition and grading typically produce the most noise. Since the project site is fairly level, there will be little grading required. As shown in Table 12-7, only demolition and grading activities are anticipated to create noise levels in excess of the recommended interior noise threshold, even with the use of sound barriers. Therefore, it is recommended that demolition and grading activities be conducted on days when school is not in session. It should be noted however, that the data in Table 12-7 represent a worst case condition when heavy equipment operates at the shared property line. The recommended sound barrier will be sufficient to reduce noise to acceptable levels during other construction activities away from the property line.

As discussed, the City’s Municipal Code Section 4.34.020 prohibits construction on Sunday and on any other day between 8:00 p.m. and 7:00 a.m. The Municipal Code states that noise associated with construction is exempt from noise standards if the allowable hours are limited to these daytime hours. The limitation of construction activities to the hours of 7:00 a.m. and 8:00 p.m. would be effective since it would prohibit construction noise during the hours when people normally sleep and would prohibit construction noise during the early morning and evening when people are typically within their home and more sensitive to noise effects. In addition to time of day restrictions, noise levels would be temporary and intermittent. Although construction noise impacts may be noticeable at the adjacent residences and viewed as a temporary nuisance, impacts would be less than significant.

Noise from subsequent activities such as construction and paving are quieter, and with the use of mitigation are not anticipated to affect the learning environment. In order to optimize the benefit, erection of this sound barrier is recommended before any demolition or other heavy equipment operations are undertaken.

Excessive levels of noise have the potential to negatively affect recreational speech intelligibility hindering student play. The recreational areas for both schools are large. To evaluate noise exposure, a receiver was placed at the center of each school yard. Portions of the play yard would experience higher noise levels and some lower. Assuming normal conversation occurs at a distance of 3 feet, speech intelligibility can still be maintained with a background noise level of 65 dB as the upper limit using normal effort in speech. During some construction activities, noise could exceed this limit at the closer portions of the recreational areas and speech interference during recreational activities may occur. The center of the Del Valle Elementary School play yard has a 320-foot separation distance from the proposed property line and the Sierra Vista recreational fields are 250 feet from the project site. As seen in Table 12-8, exterior recreational noise levels would benefit from lower construction noise levels achieved through noise control.

**Table 12-8**  
**Recreational Construction Equipment Noise Levels**  
**Del Valle Residential Project**

Phase	Equipment	Sierra Vista Mitigated Cumulative Noise Level at 250 feet (dB)	Del Valle Mitigated Cumulative Noise Level at 320 feet (dB)
Demolition	Dozer	52	50
	Concrete Saw	58	56
	Tractor	54	52
	Excavator	52	50
Grading	Grader	55	53
	Dozer	52	50
	Excavator	52	50
Building Construction	Forklift	42	40
	Gen Set	52	50
	Loader/Backhoe	48	46
	Crane	47	45
	Welder	45	43
Paving	Paver	48	46
	Paving Equip	46	44
	Roller	50	48
SOURCE: Giroux & Associates (September 2016)			

At the middle of each school play field, generally speech during student recreational use will be intelligible with the recommended noise barrier. Receivers closer to the construction activity will experience higher noise levels but complete elimination of construction noise is technically infeasible. Although construction noise may interfere with recreational speech intelligibility close to the project site, play at areas with a further setback would not be impacted.

**4.12(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?**

**No Impact.** Refer to Section 4.8(e). The nearest aviation facility is located 13 miles from the project site in Fullerton. Two other public airports are located beyond 13 miles. The site is not located within the 65 dBA CNEL noise contour of any of the three airports. Therefore, aviation operations at the three nearest airports would not pose a potentially significant noise impact to either the proposed residential dwelling units or residents. No impacts will occur as a result of project implementation.

**4.12(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 levels?**

**No Impact.** No private airstrips are located within the project environs. In addition, no development is proposed on the project site would be subject to any excessive levels associated with operations at a private airstrip. No impacts will occur as a result of project implementation.

**Standard Conditions**

SC 12-1 In accordance with the La Puente Municipal Code restrict the hours of construction to hours of lesser noise sensitivity with heavy equipment to operate from 7:00 a.m. to 8:00 p.m. on weekdays and Saturdays, excluding federal holidays.

**Mitigation Measures**

In order to ensure that construction noise levels are minimized to avoid potentially significant noise impacts at the adjacent schools, the following measures shall be implemented.

MM 12-1 Prior to the start of demolition, grading, and building activities, the contractor shall install a temporary 12-foot-high noise barrier adjacent to the northern and western property line. The barrier shall be solid and may consist of acoustical blankets, plywood, or other material with a transmission loss of at least 12 dB.

MM 12-2 The grading and demolition contractor s coordinate with management of the school facilities to schedule the noisiest activities during periods of lesser sensitivity. Such coordination could be to not operate large equipment close to outdoor student assembly areas when outdoor recreation is in progress, or to conduct noise activities when the school facility is minimally occupied.

MM 12-3 Material stockpiles and/or vehicle staging areas shall be located as far as practical from dwelling units.

MM 12-4 Require that construction vehicles and equipment (fixed or mobile) be equipped with properly operating and maintained mufflers.

#### 4.13 POPULATION AND HOUSING

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?				■
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				■
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				■

#### Impact Analysis

**4.13(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)?**

**No Impact.** Generally, growth-inducing projects possess such characteristics as being located in isolated, undeveloped or under-developed areas, necessitating the extension of major infrastructure (e.g., sewer and water facilities, roadways, etc.) or those that could encourage the “premature” or unplanned growth in an area not planned for development (i.e., “leapfrog” development). The subject property is located within an area of the City that is developed with a variety of land uses, including residential, commercial, and institutional (public school) land uses. Implementation of the proposed project will not result in encroachment into designated open space allocated in the existing long-range plans adopted by the City of La Puente and, furthermore, it would not induce substantial population growth since the project environs is urbanized and designated for development. As indicated above, all essential infrastructure, including sewer and water facilities, storm drainage facilities, electricity and natural gas, and related utilities currently exist, or can be extended to the site without creating the need for unplanned infrastructure expansions. Utility extensions would occur consistent with the City’s adopted facility plans. All of the public services and facilities have adequate capacity to accommodate the proposed expansion; and, project implementation will not result in significant or unanticipated increases in demands on the infrastructure. Therefore, no significant growth-inducing impacts are anticipated.

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

**No Impact.** The project site is developed with a single structure that is used for religious purposes and a parking lot; no residential development exists on the property. Project implementation will neither result in the displacement of any existing housing nor require the construction of replacement housing. Therefore, project implementation will not result in the elimination of any existing housing within the City. As a result, no impacts to housing will occur and no mitigation measures are required.

**4.13(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** As indicated above, the project site does not support any existing housing. Redevelopment of the project site with 45 single-family residential dwelling units will result in an increase in housing within the City and a potential increase in population of approximately 192 persons based on a population per household of

4.27 persons.<sup>10</sup> However, no people will be displaced or adversely affected by the implementation of the proposed Del Valle Residential project; no replacement housing is required. No significant impacts to population will occur and no mitigation measures are required.

**Standard Conditions**

No standard conditions are required.

**Mitigation Measures**

No existing dwelling units will be eliminated and no residents will be displaced as a result of project implementation. Therefore, no significant impacts to population and housing; no mitigation measures are required.

**4.14 PUBLIC SERVICES**

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

**Impact Analysis**

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

**4.14(a)(1) *Fire protection?***

**Less than Significant Impact.** Fire protection in the City of La Puente is provided by the Los Angeles County Fire Department (LACFD). The LACFD operates one fire station within the City of La Puente. Fire Station 26, located at 15336 Elliot Avenue, is staffed with a 4-person engine company that includes one captain, one fire fighter specialist, one fire fighter/paramedic, and one fire fighter and a 2-person paramedic squad staffed with two fire fighter/paramedics. Table 14-1 reflects the locations, staffing and manpower for Station 26, the primary responding station, and the three stations that provide back-up response.

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<sup>10</sup>California Department of Finance; Table 2: E-5 City/County Population and Housing Estimates (1/1/2014).

**Table 14-1**

**Existing Fire Stations Serving La Puente  
Del Valle Residential Project**

Station No.	Location	Equipment Level	Staffing Level
Station No. 23	15336 East Elliot La Puente, CA	4-Person Engine Company	1 Captain 1 Fire Fighter Specialist 1 Fire Fighter/Paramedic 1 Fire Fighter
		2-Person Paramedic Squad	2 Fire Fighters/Paramedics
Station No. 43	921 Stimson Avenue Industry, CA	4-Person Engine Company	1 Captain 1 Fire Fighter Specialist 2 Fire Fighters
		5-Person Hazardous Materials Squad	1 Captain 1 Fire Fighter Specialist 3 Fire Fighters
Station No. 87	140 South Second Avenue Industry, CA	4-Person Engine Company	1 Captain 1 Fire Fighter Specialist 2 Fire Fighters
Station No. 118	17056 Gale Avenue Industry, CA	4-Person Engine Company	1 Captain 1 Fire Fighter Specialist 1 Fire Fighter/Paramedic 1 Fire Fighter
		3-Person Engine Company	1 Captain 1 Fire Fighter Specialist 1 Fire Fighter/Paramedic
		2-Person Paramedic Squad	2 Fire Fighter/Paramedics
SOURCE: Los Angeles County Fire Department (September 28, 2016)			

In addition to the firefighting assets assigned to provide fire protection service to the City of La Puente, the LACFD also provides service on a regional basis without regard to jurisdictional boundaries wherein the closest available resources are dispatched to an incident, regardless of the incident location. Back-up responses to incidents within the City of La Puente would be provided by the closest LACFD resources to the incident location.

Most recently (2015), response times to emergency and non-emergency calls average 4:55 minutes and 7:10 minutes, respectively, which are within the national guidelines of 5-minutes or less for the first arriving unit for fire and emergency medical response and 8 minutes or less for the advanced life support (paramedic) unit in urban areas.

According to the LACFD, while the proposed project and additional development create greater demands on existing firefighting resources, implementation of the proposed project would not result in a potentially significant impact on fire protection service demands.<sup>11</sup> Aside from complying with all applicable regulatory fire codes and related requirements, no other measures would be required to ensure that an adequate level of fire protection can be provided.

<sup>11</sup>Kevin T. Johnson, Acting Chief, Forestry Division Prevention Services Bureau; Correspondence dated September 28, 2016.

**Standard Conditions**

SC 14-1            The project shall comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance, and fuel modification.

**Mitigation Measures**

Project implementation will not result in potentially significant impacts to the LACFD or its ability to provide an adequate level of service. Compliance with the applicant code and ordinance requirements as stipulated in SC 14-1 will ensure that potential impacts would be less than significant.

**4.14(a)(2) Police protection?**

**Less than Significant Impact.** The Los Angeles County Sheriff Department (LACSD) Industry Station provides police and law enforcement services under contract with the City of La Puente. Manpower and staffing for the City in FY 2016-17 includes the equivalent of 11.5 deputies (i.e., 70 hour and non-relief) equal to approximately three one-deputy units per patrol shift deployments, an additional motor deputy, four special assignment officers, a service area lieutenant and sergeant. Additional resources include a shift watch commander a watch sergeant and detectives. The recommended ratio of officers to population is 2.5 officers per 1,000 residents. Based on that standard, the current deployment of officers in the City is below the norm. However, response times in 2016 to calls in the City and within Reporting District 1432 are significantly less than the Department’s thresholds as indicated in Table 14-1.

**Table 14-1  
LACSD Response Times  
Del Valle Residential Project**

Type of Call	Department Threshold	City of La Puente	Reporting District 1432
Emergent	10 Minutes	3.9 Minutes	3.1 Minutes
Priority	30 Minutes	8.0 Minutes	7.6 Minutes
Routine	60 Minutes	29.1 Minutes	28.4 Minutes
SOURCE: Los Angeles County Sheriff Department (September 15, 2016)			

According to the LACSD, the proposed 45-unit townhome project could increase the current volume of calls for services, traffic and parking congestion, and require more infrastructure support, including law enforcement, resulting in an increase in law enforcement responses. Although development of the proposed project may result in additional (new) calls for service, based on the current service/staffing level contract with the City, police services are available to adequately serve the proposed project. However, should the need arise to adjust or alter service/staffing levels, the City has the ability through its contract with the LACSD to request additional services, which can be provided from the LACSD City of Industry Station. As a result, project implementation would not adversely affect the LACSDs ability to provide an adequate level of police protection. In order to increase security, the project has been designed to incorporate a gated entry to limit access to residents and their visitors. Proper measures should also be incorporated into the project design for Knox boxes so that the LACSD can respond to public safety calls for service within the project. In addition, the project would be submitted to the LACSD for review.

**Standard Conditions**

SC 14-2            The project development plans shall be submitted to the LACSD for review prior to issuance of the demolition permit for the existing building.

**Mitigation Measures**

MM 14-2            In order to ensure that adequate police access can be provided, the project shall be design to incorporate knox boxes to facilitate emergency access.

**4.14(a)(3) Schools?**

**Less than Significant Impact.** The project site is located within the Hacienda-La Puente Unified School District (H-LPUSD) boundary and within the attendance areas of Del Valle Elementary, Sierra Vista Middle and Workman High Schools. Del Valle Elementary School and Sierra Vista Middle School are located adjacent to the site on the east and south, respectively. Table 14-1 summaries the existing enrollments and design capacities of each of the schools that would be affected by students generated by the proposed project. As indicated in the table, each of the schools is current operating well below the respective design capacity. None of the school is considered “overcrowded”<sup>12</sup>

**Table 14-1  
Existing Enrollment/Design Capacity of Affected Schools  
Del Valle Residential Project**

School	Existing Enrollment (2016-17)	Design Capacity
Del Valle Elementary School	369	608
Sierra Vista Middle School	302	704
Workman High School	1131	1886
SOURCE: Hacienda-La Puente Unified School District		

According to the District’s Master Plan, there are no plans to construct new schools to accommodate future students. Although the H-LPUSD does not use student generation rates to forecast enrollment, there is adequate capacity with the affected schools to accommodate students generated by the proposed project. The H-LPUSD has not adopted a statement of impaction and does not collect developer fees. Therefore, potential impacts to school facilities would be less than significant; no mitigation measures are required.

Although no direct impacts associated with the generation of new students would occur as a result of project implementation, because the project site is located adjacent to two schools (Del Valle Elementary School and Sierra Vista Middle School), noise generated by the project during the construction phase would result in potential impacts by affecting school activities, including testing.

Potential Traffic Conflicts

Potential impacts associated with traffic generated by the proposed 45-unit residential project were also evaluated. Although most of the schools in the City were designed anticipating that most students would walk to and from school, many caretakers currently prefer picking up and dropping of children to/from school in a vehicle. It is cited that this creates some traffic congestion on some of the local streets that were not designed to handle large peak hour loading queues.

<sup>12</sup>Mr. Mark Hansberger, Hacienda-La Puente Unified School District; email dated August 29, 2016.

Traffic conditions during drop-off and pick up were observed in early December 2015 when Del Valle Elementary School, Sierra Vista Middle School and William Workman High School had typical school days and hours of operation. The traffic study focused on the area around Del Valle Elementary School since it neighbors the Project site. It was noted that there were many students being walked to school by caretakers or, for high school students. However, many were also being dropped off. Short queues of two to four vehicles were observed for short periods of time entering and exiting the school driveway. Many caretakers parked their cars on Del Valle Avenue and then walked in with or dropped off students. Some drivers parked their vehicles on the east side of Del Valle Avenue and were observed crossing mid-block from their vehicles to the school. Instances of temporary double parking were also observed close to the school bell ringing time.

The traffic congestion created by the schools lasted approximately 20 minutes in the immediate area. The proposed project AM peak hour traffic coincides with the School AM peak hour. As estimated in the traffic impact analysis, the proposed project is anticipated to generate a net of 26 vehicles during the AM peak hour with 9 in and 17 outbound. This could equate to approximately 8 or 9 vehicles interacting with this school arrival traffic. However, the PM peak hour of the school occurs prior to the normal traffic PM peak hour of the project and is not anticipated to contribute substantially to after school traffic conditions. However, a conservative analysis was conducted which added the PM project-generated traffic volumes to the after school and PM peak hour evaluation. The intersection of Del Valle Avenue and Mentz Street was evaluated as part of the traffic study and a significant traffic impact, as defined by the City (i.e., exterior noise level exceeding 65 dBA CNEL and/or noise level increase of 3 dB or more with a baseline noise level of 60 dBA CNEL or more), does not occur.

The Del Valle Elementary School Parent/Student Handbook 2015-2016 notes that students are encouraged to cross the street at the pedestrian crosswalks and that all traffic and pedestrian laws be obeyed. Students who ride bikes are reminded in the handbook that they must wear their helmets and to follow bicycle rules. Based on observations of the schools several measures are recommended that include the dissemination of newsletters calling attention to such issues as double parking, drop-off and pick-up, and periodic reminders to parents regarding crossing streets safely, and other recommendations that are intended to minimize conflicts between traffic and pedestrians (refer to MM 14-1 through MM 14-6).

#### Potential Noise Conflicts

As indicated in Section 4.12 (Noise), project implementation would also result in short-term noise increases resulting from demolition and construction activities. These impacts include noise levels that could adversely affect both indoor (i.e., classroom) and outdoor (recreation) activities due to the proximity of the two school to the project site. However, these increased noise levels will be short-term and would cease immediately following the completion of the construction. Nonetheless, mitigation measures have been identified, including the erection of a temporary noise barrier along the north and west property boundary to attenuate construction noise as well as locating staging and stockpile areas as far away from the school properties as possible. Refer to Section 4.12, which includes a detailed analysis of potential noise impacts and identifies specific mitigation measures to reduce the impacts to a less than significant level.

#### **Mitigation Measures**

Although no significant traffic impacts were identified, some potential conflicts may occur that can be minimized through the incorporation of one or more of the recommended measures identified below by the Hacienda-La Puente Unified School District.

- MM 14-3        The H-LPUSD shall remind parents periodically in newsletters that double parking is both a vehicle infraction (California Vehicle Code section 22500-22526 (h)) and a safety issue. It is a concern for the child exiting the vehicle with minimal visibility, creates a need for a vehicle behind the stopped vehicle to enter the opposite direction of travel to pass and creates visibility issues.

- MM 14-4      The H-LPUSD shall provide a periodic reminder to parents that it is safer to cross the street at a marked crosswalk. There are marked crosswalks on the north leg of Del Valle Avenue at Mentz Street and on all four legs of the intersection at Loukelton Street and Del Valle Avenue.
- MM 14-5      The City of La Puente shall consider a high visibility marked crosswalk on Del Valle Avenue at the main driveway for those who park on the east side of Del Valle Avenue and cross to the school and encourage students and caretakers to use the crosswalk. This would be a mid-block crosswalk and may need a crossing guard. Further analysis is required to see if the mid-block uncontrolled crosswalk is warranted and a crossing guard is warranted.
- MM 14-6      The H-LPUSD shall consider providing staggered start time for school to spread out the arrival and departure times of the vehicles dropping off students similar to the current staggered departure times frames.
- MM 14-7      The H-LPUSD shall consider a color coded vehicle sticker that indicates a designated time period for drop-off and pick-up of students to further enforce time periods for vehicles to be arriving and departing from the schools. A potential time issue for parents with students of different grade levels/time periods can be resolved by having the earliest family's members' student also be the arrival time for the family/carpool.
- MM 14-8      The school hours for the Elementary, Middle and High Schools currently vary (7:50 AM for the middle school, 8:00 AM for the elementary school, and 8:06 AM for first period (a 0 period is provided at 6:56 AM) for the high school. The H-LPUSD should consider a greater time period between the school start times in order to reduce the traffic overlap between the schools.

**4.14(a)(4) Parks?**

**Less than Significant Impact.** The La Puente Recreation Services Department is responsible for operating and maintaining public parks and recreation facilities in the City. At the present time, the City operates and maintains 23.2 acres of public parks encompassing two parks: La Puente Park, which is located at 501 North Glendora Avenue and Puente Creek Nature Education Center, located between Nelson Elementary School and the Puente Creek Drainage Channel. The nearest park to the project site is La Puente Park, a 22-acre park that features open space, picnic shelters, a playground, basketball courts, handball courts, and athletic fields. The park is the home to La Puente National Little League, La Puente Girls' Softball and Junior All-American Warriors Football and Cheer. Puente Creek Nature Education Center occupies 1.2 acres and provides the community, including students of the surrounding school districts, educational opportunities regarding the Southern California ecosystem and the environmental issues affect the area. In addition to the public parks, schools may also provide for additional recreational facilities if access is provided during non-school hours. For those schools where access is limited or prohibited, joint-use agreements between the City and the affected school district must be achieved. The acreage is not included in the City's parkland-to-population ratio.

The existing parkland acreage-to-population ratio in the City is currently 0.57 acre, which is inadequate to serve the existing population of 40,431 residents. This parkland deficiency is acknowledged in the Community Resources Element of the La Puente General Plan. As indicated in the Community Resources Element, the City seeks to create smaller neighborhood or "pocket" parks as a cost-effective way to increase local parks resources. The creation of these parks would require either purchase of properties by the City or property donations by private landholders. Based on an estimated population per household average of 4.27, the proposed project would result in an increase of 192 residents, which would not significantly reduce the current parkland ratio to population. Although the City has identified the potential desire to create "pocket" parks, it has not identified any new parks for future improvement. However, the City does not require park dedication or payment of in-lieu fees. Nonetheless, the City has determined that project implementation would not result in potentially significant impacts to existing park facilities; no mitigation measures are required.

**Standard Conditions**

No standard conditions are required.

**Mitigation Measures**

No significant impacts to parks will occur; no mitigation measures are required.

**4.14(a)(5) Other public facilities?**

**No Impact.** The Los Angeles County Library District is responsible for providing library services in the City of La Puente. The La Puente Library, which is located in the Civic Center, holds over 70,000 volumes. In addition, Sunkist Library, in west La Puente, also offers over 70,000 volumes and also serves as an employment reference center for residents. Schools in the City also provide limited collections of books and learning materials. As indicated previously, the proposed project would result in the generation of new students and residents within the community that could create a demand for library services. However, the potential increase in residents in the City (approximately 192) is not anticipated to result in significant adverse impacts on the existing library services and facilities and/or other public services provided by the City due to the availability and accessibility of electronic library services, which reduce the need and demand for library facilities.

**Standard Conditions**

No standard conditions are required.

**Mitigation Measures**

Project implementation will not result in any potentially significant impacts to parks. No mitigation measures are required.

**4.15 RECREATION**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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?				■

**Impact Analysis**

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

**Less than Significant Impact.** As indicated in Section 4.14(d), project implementation would result in an increase of 192 residents. Although there is a deficiency in existing parkland (i.e., 23.2 acres of public parks that serve 40,431 residents), non-City parks in the form of school playgrounds may also be utilized by the public after school hours and on the weekends. Therefore, the anticipated increase in population would not significantly change the current parkland-to-population ratio and no significant impacts would occur, including a substantial physical deterioration and of existing parks and/or recreational facilities. Potential impacts would be less than significant; no mitigation measures are required.

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

**No Impact.** The proposed project does include a small private recreation area within the western limits of the site. However, this small area is intended to serve future residents of the project in order to minimize potential parks and recreation demands. As a result, the proposed project would not require the construction new facilities or the expansion of existing recreational facilities in the City that would result in an adverse effect on the environment. Potential impacts associated with the proposed project, including the recreation element of the project, have been analyzed, which has determined that no significant impacts would occur as a result of the proposed recreation element of the project.

**Standard Conditions**

No standard conditions are required.

**Mitigation Measures**

No significant impacts to recreation facilities will occur and no mitigation measures are required.

**4.16 TRANSPORTATION/TRAFFIC**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures 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??			■	
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?			■	

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			■	
e. Result in inadequate emergency access?			■	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			■	

### Impact Analysis

A Traffic Impact Analysis (TIA) was prepared for the proposed project by Overland Traffic Consultants, Inc. (OTC) to assess the potential traffic impacts and circulation needs associated with the proposed project. Nine (9) key study intersections were selected for analysis, including two (2) signalized intersections and seven (7) unsignalized intersections, based on direction by City staff. The City of La Puente uses the Los Angeles County guidelines and impact criteria to evaluate a Project’s potential traffic impact in the City. Nine study intersections were evaluated using the Intersection Capacity Utilization (ICU) method and Highway Capacity Manual (HCM) method. The ICU method calculates the operating conditions of each individual study intersection that are signalized using a ratio of peak hour traffic volume to the intersection’s lane capacity. The HCM method evaluates delay at unsignalized locations based on the stops, overall traffic volumes and lane configurations. Potential traffic impacts caused by a development project that exceed limits established by the City of La Puente/Los Angeles County are identified. The findings and recommendations presented in the TIA prepared by OTC are summarized in the following analysis; the TIA is included as Appendix C.

***4.16(a) Conflict with an applicable plan, ordinance or policy establishing measures 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?***

***Less than Significant Impact.*** The principal local network of streets serving the proposed project includes Loukelton Street, Del Valle Avenue, Mentz Street, and Temple Avenue. The results of the ICU and HCM analyses conducted for the proposed project are summarized below for the following scenarios: (1) existing conditions; (2) existing plus project conditions; (3) existing plus ambient growth; (4) existing plus ambient growth plus cumulative projects; and (5) existing plus ambient growth plus cumulative projects, plus project traffic conditions.

Existing Intersection Analysis

The existing peak hour levels of service for each of the nine key study intersections are summarized in Table 16-1. As indicated in Table 16-1, seven of the nine key study area intersections are operating at acceptable levels of service based on the City’s prescribed level of service (LOS) criteria for the respective intersections. The Hacienda Boulevard/Loukelton Street intersection is currently operating at LOS F during both the AM and PM peak hours. In addition, the 5<sup>th</sup> Street/Temple Avenue is also operating at LOS F during the AM peak hour. The remaining seven intersections are operating at LOS D or better (i.e., acceptable).

**Table 16-1**

**Existing Intersection Levels of Service  
Del Valle Residential Project**

Key Study Intersection	Peak Hour <sup>1</sup>	ICU/Delay <sup>2</sup>	LOS <sup>3</sup>
Hacienda Boulevard/Loukelton Street	AM	<b>261.4</b>	<b>F</b>
	PM	<b>226.5</b>	<b>F</b>
Glendora Avenue/Sierra Vista Court	AM	17.0	C
	PM	12.1	B
5 <sup>th</sup> Street/Sierra Vista Court	AM	9.5	A
	School PM	7.8	A
	PM	7.7	A
5 <sup>th</sup> Street/Temple Avenue	AM	<b>73.9</b>	<b>F</b>
	School PM	19.3	C
	PM	33.6	D
Amar Road/Del Valle Avenue	AM	0.722	C
	School PM	0.750	D
	PM	0.744	D
Del Valle Avenue/Loukelton Street	AM	14.2	C
	School PM	9.7	A
	PM	9.6	A
Del Valle Avenue/Mentz Street	AM	12.1	B
	School PM	8.8	A
	PM	8.8	A
Del Valle Avenue/Sierra Vista Court	AM	20.0	C
	School PM	11.7	B
	PM	11.8	B
Del Valle Avenue/Temple Avenue	AM	0.787	D
	School PM	0.556	B
	PM	0.698	C
<p><sup>1</sup>Traffic counts were conducted during the 7 to 9 AM morning peak and 4 to 6 PM evening peak hours to coincide with the peak commute hours at two of the nine study intersections. Traffic counts were conducted from 7 to 9 AM during the morning peak and 2 to 6 PM during the afternoon and evening peak at seven of the nine study intersections to coincide with the peak commute hours and capture the afternoon after school peak period at those intersections most likely affected by afterschool activity.</p> <p><sup>2</sup>Delay values are expressed in seconds (of delay) per vehicle.</p> <p><sup>3</sup>LOS values for the ICU and LOS methodologies are summarized in Table 4a and Table 4b, respectively, in Appendix C.</p> <p><b>BOLD</b> – Unacceptable level of service</p> <p>SOURCE: Overland Traffic Consultants, Inc. (August 2016)</p>			

Project-Related Trip Generation

Table 16-2 summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed project. As indicated in the table, the 45 townhomes proposed by the project applicant would result in the generation of 381 new net trips per day, including 26 AM peak hour and 39 PM peak hour trips. The project-related trips have been reduced to reflect the elimination of the existing vehicular trips currently generated by the religious use of the project site.

**Table 16-2**

**Project Traffic Generation Forecast  
Del Valle Residential Project**

ITE Land Use Code/Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b>Trip Generation Rates</b>							
560 – Church	9.11	62%	38%	0.56	48%	52%	0.55
210 – Single-Family Residential	9.52	25%	75%	0.75	63%	37%	1.00
<b>Trip Generation Forecasts</b>							
42 Townhomes	428	9	25	34	28	17	45
Religious Institution	47	8	0	8	4	2	6
<b>Net Increase in Trip Generation</b>	<b>381</b>	<b>9</b>	<b>17</b>	<b>26</b>	<b>24</b>	<b>15</b>	<b>39</b>
SOURCE: Overland Traffic Consultants, Inc. (August 2016) Trip Generation, 9 <sup>th</sup> Edition (Institute of Traffic Engineers, 2012)							

Existing Plus Project Traffic Conditions

Table 16-3 summarizes the results of the ICU and HCM analysis of existing traffic with the addition of project-related traffic. As indicated in the table, the addition of project-related traffic would not result in any project-related traffic impacts at any of the key study intersections based on the City's significance criteria for LOS. Seven of the nine intersections will continue to operate at acceptable levels of service during both the AM and PM peak hours based on the LOS standards established by the City of La Puente. Similarly, the same two intersections identified in Table 16-1 (Hacienda Boulevard/Loukelton Street and 5<sup>th</sup> Street/Temple Avenue) will operate at LOS F during the AM and/or PM peak hours with the addition of traffic generated by the proposed project. However, the proposed project does not contribute a significant amount of vehicular trips (1% or more based on the County's significance criteria). Therefore, potential project-related impacts are less than significant; no mitigation measures are required.

**Table 16-3**

**Existing Plus Project Intersection Levels of Service  
Del Valle Residential Project**

Key Study Intersection	Existing Traffic			Existing Plus Project Traffic				Significant (Yes/No)
	Peak Hour <sup>1</sup>	ICU/Delay <sup>2</sup>	LOS <sup>3</sup>	ICU/Delay <sup>2</sup>	LOS <sup>3</sup>	Impact <sup>2</sup>	% Impact	
Hacienda Boulevard/ Loukelton Street	AM	<b>261.4</b>	<b>F</b>	<b>263.4</b>	<b>F</b>	2.0	0.8%	No
	PM	<b>226.5</b>	<b>F</b>	<b>226.5</b>	<b>F</b>	0.0	0.0%	No
Glendora Avenue/Sierra Vista Court	AM	17.0	C	17.4	C	0.4		No
	PM	12.1	B	12.4	B	0.3		No
5 <sup>th</sup> Street/Sierra Vista Court	AM	9.5	A	9.5	A	0.0		No
	School PM	7.8	A	7.9	A	0.1		No
	PM	7.7	A	7.8	A	0.1		No
5 <sup>th</sup> Street/Temple Avenue	AM	<b>73.9</b>	<b>F</b>	<b>74.6</b>	<b>F</b>	0.7	0.9%	No
	School PM	19.3	C	19.4	C	0.1		No
	PM	33.6	D	33.7	D	0.1		No
Amar Road/Del Valle Avenue	AM	0.722	C	0.727	C	0.005		No
	School PM	0.750	D	0.755	D	0.005		No
	PM	0.744	D	0.749	D	0.005		No
Del Valle Avenue/Loukelton Street	AM	14.2	C	14.7	C	0.5		No
	School PM	9.7	A	9.9	A	0.2		No
	PM	9.6	A	9.8	A	0.2		No
Del Valle Avenue/Mentz Street	AM	12.1	B	13.1	B	1.0		No
	School PM	8.8	A	9.1	A	0.3		No
	PM	8.8	A	9.1	A	0.3		No
Del Valle Avenue/Sierra Vista Court	AM	20.0	C	20.5	C	0.5		No
	School PM	11.7	B	11.9	B	0.2		No
	PM	11.8	B	12.0	B	0.2		No
Del Valle Avenue/Temple Avenue	AM	0.787	D	0.790	D	0.003		No
	School PM	0.556	B	0.559	B	0.003		No
	PM	0.698	C	0.701	C	0.003		No

<sup>1</sup>Traffic counts were conducted during the 7 to 9 AM morning peak and 4 to 6 PM evening peak hours to coincide with the peak commute hours at two of the nine study intersections. Traffic counts were conducted from 7 to 9 AM during the morning peak and 2 to 6 PM during the afternoon and evening peak at seven of the nine study intersections to coincide with the peak commute hours and capture the afternoon after school peak period at those intersections most likely affected by afterschool activity.

<sup>2</sup>Delay values are expressed in seconds (of delay) per vehicle.

<sup>3</sup>LOS values for the ICU and LOS methodologies are summarized in Table 4a and Table 4b, respectively, in Appendix C.

**BOLD** - Unacceptable level of service

SOURCE: Overland Traffic Consultants, Inc. (August 2016)

Future Traffic Conditions

Future traffic volume projections were developed that reflect ambient (traffic growth), traffic anticipated as a result of other planned land developments, and project-related traffic. The ambient growth rate of 0.46% per year for a total of 1.4% was determined for the Project completion year 2018 based upon 2010 Los Angeles County Congestion Management Plan (CMP). The CMP identifies the City of La Puente as part of Regional

Service Area (RSA) number 26. RSA 26 has been identified with a growth increase of 2.3% between 2015 and 2020. This equates to 0.46% per year and 1.38% over a three-year period between 2015 and 2018. The ambient growth rate was added to the existing traffic to determine the Future 2018 traffic conditions prior to the construction of other projects in the area (cumulative projects) and the proposed Project. Table 16-4 summarizes the intersection operating conditions with the ambient traffic.

**Table 16-4**

**Intersection Operating Conditions – Existing Plus Ambient Growth (2018)  
Del Valle Residential Project**

Key Study Intersection	Peak Hour <sup>1</sup>	ICU/Delay <sup>2</sup>	LOS <sup>3</sup>
Hacienda Boulevard/Loukelton Street <sup>1</sup>	AM	<b>164.8</b>	<b>F</b>
	PM	<b>353.5</b>	<b>F</b>
Glendora Avenue/Sierra Vista Court <sup>1</sup>	AM	14.6	B
	PM	12.0	B
5 <sup>th</sup> Street/Sierra Vista Court <sup>2</sup>	AM	8.0	A
	School PM	7.3	A
	PM	7.3	A
5 <sup>th</sup> Street/Temple Avenue <sup>1</sup>	AM	<b>50.7</b>	<b>F</b>
	School PM	19.0	C
	PM	34.5	D
Amar Road/Del Valle Avenue <sup>3</sup>	AM	0.732	D
	School PM	0.759	D
	PM	0.753	D
Del Valle Avenue/Loukelton Street <sup>2</sup>	AM	10.9	B
	School PM	9.3	A
	PM	9.2	A
Del Valle Avenue/Mentz Street <sup>2</sup>	AM	10.2	B
	School PM	8.4	A
	PM	8.4	A
Del Valle Avenue/Sierra Vista Court <sup>1</sup>	AM	14.6	B
	School PM	10.9	B
	PM	11.1	B
Del Valle Avenue/Temple Avenue <sup>3</sup>	AM	0.796	D
	School PM	0.560	B
	PM	0.705	C
<sup>1</sup> Stopped at the minor street only (Delay) <sup>2</sup> All way stopped intersections (Delay) <sup>3</sup> Signalized locations (ICU)  <b>BOLD</b> – Unacceptable level of service  SOURCE: Overland Traffic Consultants, Inc. (August 2016)			

The future cumulative analysis includes other reasonable foreseeable development projects located within the study area that are either under construction or brought to the attention of the City as planned for future development. As part of this analysis, the related project information was requested from the City of La Puente, City of Industry, and Los Angeles County. A total of 31 cumulative projects have been identified in the Project area (refer to Table 10 in Appendix C). The 31 cumulative projects would result in a total of 17,917 vehicle trips per day, including 1,460 AM peak hour trips and 1,859 PM peak hour trips. Table 16-5 summarizes the future

(2018) traffic conditions with ambient growth and cumulative project-related traffic. In addition, the 2018 traffic conditions with ambient growth, cumulative project-related traffic and project-related traffic.

**Table 16-5**

**Future (2018) Intersection Operating Conditions  
Del Valle Residential Project**

Key Study Intersection	Peak Hour <sup>1</sup>	Future (2018) w/Ambient + Cumulative			Future (2018) w/Ambient + Cumulative + Project				Project Significant (Yes/No)
		ICU/ Delay <sup>2</sup>	LOS <sup>3</sup>	Impact	ICU/ Delay <sup>2</sup>	LOS <sup>3</sup>	Impact <sup>2</sup>	% Impact	
Hacienda Boulevard/ Loukelton Street	AM	<b>186.0</b>	<b>F</b>	<b>21.2</b>	<b>186.5</b>	<b>F</b>	0.5	03%	No
	PM	<b>378.1</b>	<b>F</b>	<b>24.6</b>	<b>378.3</b>	<b>F</b>	0.2	0.1%	No
Glendora Avenue/Sierra Vista Court	AM	14.8	B	0.2	15.0	C	0.2		No
	PM	12.0	B	0.0	12.4	B	0.4		No
5 <sup>th</sup> Street/Sierra Vista Court	AM	8.0	A	0.0	8.1	A	0.1		No
	School PM	7.3	A	0.0	7.4	A	0.1		No
	PM	7.3	A	0.0	7.4	A	0.1		No
5 <sup>th</sup> Street/Temple Avenue	AM	<b>51.4</b>	<b>F</b>	<b>0.7</b>	<b>51.7</b>	<b>F</b>	0.3	0.6%	No
	School PM	19.1	C	0.1	19.2	C	0.1		No
	PM	34.8	D	0.3	35.0	D	0.2	0.6%	No
Amar Road/Del Valle Avenue	AM	0.742	D	0.010	0.746	D	0.004		No
	School PM	0.768	D	0.009	0.773	D	0.005		No
	PM	0.765	D	0.012	0.771	D	0.006		No
Del Valle Avenue/Loukelton Street	AM	10.9	B	0.0	11.1	B	0.2		No
	School PM	9.3	A	0.0	9.5	A	0.2		No
	PM	9.2	A	0.0	9.4	A	0.2		No
Del Valle Avenue/Mentz Street	AM	10.2	B	0.0	10.4	B	0.2		No
	School PM	8.4	A	0.0	8.6	A	0.2		No
	PM	8.4	A	0.0	8.6	A	0.2		No
Del Valle Avenue/Sierra Vista Court	AM	14.7	B	0.1	14.8	B	0.1		No
	School PM	10.9	B	0.0	11.1	B	0.2		No
	PM	11.2	B	0.1	11.3	B	0.1		No
Del Valle Avenue/Temple Avenue	AM	0.799	D	0.003	0.802	D	0.003		No
	School PM	0.562	B	0.002	0.565	B	0.003		No
	PM	0.707	C	0.002	0.710	C	0.003		No

<sup>1</sup>Traffic counts were conducted during the 7 to 9 AM morning peak and 4 to 6 PM evening peak hours to coincide with the peak commute hours at two of the nine study intersections. Traffic counts were conducted from 7 to 9 AM during the morning peak and 2 to 6 PM during the afternoon and evening peak at seven of the nine study intersections to coincide with the peak commute hours and capture the afternoon after school peak period at those intersections most likely affected by afterschool activity.

<sup>2</sup>Delay values are expressed in seconds (of delay) per vehicle.

<sup>3</sup>LOS values for the ICU and LOS methodologies are summarized in Table 4a and Table 4b, respectively, in Appendix C.

**BOLD** – Unacceptable level of service

SOURCE: Overland Traffic Consultants, Inc. (August 2016)

As indicated in Table 16-5, the Hacienda Boulevard/Loukelton Street intersection will continue to operate at LOS F during the AM and PM peak hours and the 5<sup>th</sup> Street/Temple Avenue intersection will continue to operate at LOS F during the AM peak hour in both scenarios (i.e., with and without the project-related traffic). However, project-related traffic would not result in a significant cumulative impact at either intersection that is forecast to operate at an unacceptable level of service. No mitigation measures are required.

**4.16(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?**

**Less than Significant Impact.** The Los Angeles County Congestion Management Program (CMP) was adopted to monitor regional traffic growth and related transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County of Los Angeles to be monitored by local jurisdictions. If LOS standards deteriorate on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of state gas tax funding.

For purposes of the CMP LOS analysis, an increase in the freeway volume by 150 vehicles per hour during the am or pm peak hours in any direction requires further analysis. A substantial change in freeway segments is defined as an increase or decrease of 2% in the demand to capacity ratio when at LOS F. For purposes of CMP intersections, an increase of 50 vehicles or more during the AM or PM peak requires further analysis.

The intersections of Azusa Avenue and Main Street have been identified as CMP monitoring locations in the City of La Puente. Freeway locations are included along the SR-60 east of the I-605 and the I-605 north of the SR-60. The Project volumes on the area freeways are anticipated to be dispersed throughout the roadway and freeway system. It is anticipated that less 10% of Project trips will go through the CMP intersection or freeway segments during the peak periods. This would equate to a maximum of 3 trips during the AM Peak Hour and 4 trips during the PM peak hour, which is below the CMP significance threshold needed for further evaluation. Thus, potential project-related impacts would be less than significant.

The traffic impact analysis prepared for the proposed project determined that the added traffic volume generated by the 45-unit residential project will not significantly impact the traffic flow at any of the nine study intersections.

**4.16(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?**

**No Impact.** The nearest such facilities are located approximately 15 miles northwest of the project area. The proposed Del Valle Residential project will neither result in an increase in air traffic levels nor cause a change in air traffic patterns at the any aviation facility in the region. Therefore, no impacts are anticipated as a result of project implementation.

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

**Less than Significant Impact.** The project site is located in an area of the City of La Puente that is urbanized. Implementation of the proposed project would not result in inadequate design features or incompatible uses because it would be evaluated to determine the appropriate land use permit for authorizing its use and the conditions for their establishment and operation. At a minimum, compliance with relevant Municipal Code standards would be required. The project will also be evaluated to ensure that adequate access and circulation to and within the development would be provided. Access to the site must comply with all City design standards and would be reviewed by the City and the Los Angeles County Fire Department to ensure that inadequate design features or incompatible uses do not occur. The City and the Los Angeles County Fire Department would review the proposed development plans for the proposed project in order to ensure that they are designed to meet adopted standards and provide adequate emergency access. Therefore, implementation of the proposed project would not result in significant impacts involving inadequate design features or incompatible uses.

## Parking/Access/Circulation

The City of La Puente requires parking based on the number of bedrooms for residential multi-family units with guest parking required based on the number of bedrooms. A bachelor unit requires one space per unit in a garage plus one guest space for every two units. A one to three-bedrooms unit requires two spaces per unit in a garage plus one guest space for every two units and four or more bedroom units require two parking spaces per unit in a garage plus one guest space per unit. The proposed project is made up of a mix of unit size; however, all of the proposed dwelling units will have three or fewer bedrooms. Based on the parking code requirement of two spaces per dwelling unit and one guest space for each two dwelling units, the project would require a total of 113 parking spaces, including 90 garage spaces and 23 guest (non-covered) guest spaces. The project proposes to meet the Municipal Code parking requirement of 113 vehicle parking spaces. No parking impacts are anticipated and no mitigation measures are required.

### **4.16(e) Result in inadequate emergency access?**

**Less than Significant Impact.** The community roadway system vehicular access would be from a single driveway off of Del Valle Avenue at the southern boundary of the Project site. The driveway will be across from the terminus of Mentz Street. The centerline of the Project driveway will be approximately four feet north of the centerline of Mentz Street. The intersection of Del Valle Avenue and Mentz Street is an all-way stopped intersection with no visibility impairments. The single access will be adequate to serve the proposed residential development and would not result in inadequate emergency access. No significant impacts are anticipated and no mitigation measures are required.

### **4.16(f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

**Less than Significant Impact.** Public transportation opportunities are provided in the immediate Project vicinity. Public transportation in the City area is provided by the La Puente LINK, Foothill Transit, Metrolink, Southland Transit Dial-a-Ride & Metropolitan Transportation Authority (Metro).

The La Puente Link is a low cost transit service that provides a circulator service operating in the clockwise direction. The circulator traverses the City providing stops at major City destination points including City Hall, Senior Center, La Puente Park & Community Center and Willow School. The circulator also provides easy access to additional transit services. There is a stop on the southwest corner of Amar Road and Del Valle Avenue in the immediate Project area.

The Metrolink trains provide services north and south of the Project site in the east-west direction that connect to additional north south and east-west line providing regional services through the area. Two lines are provided in the immediate area including:

- The San Bernardino Line operates between the San Bernardino Station and Los Angeles Union Station with a station in El Monte at 10925 Railroad Street. This station is located north of the I-10 and west of the I-605 Freeways. The San Bernardino line operates in the east-west direction north of the Project site.
- The Riverside Line operates between the Riverside-Downtown station and Downtown Los Angeles. There is a station in Industry at 600 S La Brea Canyon. The Riverside Line operates in the east-west direction south of the Project site.

Foothill Transit provides several services in the area, including:

- Route 178 operates between the Puente Hills Mall and the El Monte Metrolink Station. The service travels east-westbound along Amar Road and north-south along Valinda Avenue north of Amar Road.

- Route 185 operates between Azusa, West Covina and Hacienda Heights. The line operates along Hacienda Boulevard, Glendora Avenue and Temple Avenue in the immediate Project area.
- Route 280 operates between Azusa and the Puente Hills Mall via Azusa Avenue.
- Route 486 operates between Pomona, La Puente, and El Monte via Amar Road in the Project area.

Southland Transit operates a Dial-a-Ride service available to residents 55 years of age or older. The service provides service to and from any destination within the City and up to five miles out of the City for medical and dental appointments. Advanced reservations are required.

Metro provides Line 194 in the project area along Valley Boulevard with service between the El Monte Station and Cal Poly Pomona. Transfer opportunities are available to/from the routes in the immediate area for the local and regional lines.

The proposed Project is forecast to generate a net gain of approximately 381 weekday daily trips with 26 trips during the AM Peak Hour and 39 trips during the PM Peak Hour. As per Congestion Management Program (CMP) 2008 guidelines, person trips can be estimated by multiplying the total trips generated by 1.4. The trips assigned to transit may be calculated by multiplying the person trips generated by 3.5%. The CMP Transit trip generation calculation is displayed below in Table 16-6.

**Table 16-6**

**Estimated Transit Trips  
Del Valle Residential Project**

	Estimated Transit Trips		
	Daily	AM Peak Hour	PM Peak Hour
Project Trips	381	26	39
Person Trips (daily trips x 1.4)	533	36	55
Transit Trips (person trips x 3.5%)	19	1	2
SOURCE: Overland Traffic Consultants (July 2016)			

As indicated in Table 16-6, the level of transit increase is not expected to adversely affect the current ridership of the transit services in the area. Therefore, potential impacts would be less than significant; no mitigation measures are required.

The City of La Puente Circulation and Infrastructure Element of the General Plan identifies cycling as a viable option for residents to commute to work or school if safe routes are available. In order to promote cycling as a mode of transportation, the City has adopted a Master Plan of Bikeways. It is comprised of Class III bicycle routes where the cycles share the road with vehicles. These routes are signed by not striped as a separate travel lane. The City of La Puente has a draft recommended bikeway network. In the Project area, the map bikeway network map identifies Temple Avenue as an Inter-City Bikeway. The individual garages proposed for each of the residential units allow for long-term bicycle storage and easy access for their bicycles and will facilitate the use of bicycles as an alternative mode of transportation. As a result, project implementation would neither inhibit the use of bicycle facilities nor decrease the performance or safety of such facilities in the project area. No impacts would occur.

**Standard Conditions**

No standard conditions are required.

**Mitigation Measures**

The TIA prepared for the proposed residential project determined that, based on the analysis of a proposed 45-unit condominium project, the added traffic volume generated would not result either in a significant project- or cumulative impact. Therefore, no mitigation measures are required.

**4.17 UTILITIES AND SERVICE SYSTEMS**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			■	
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?			■	
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?			■	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			■	
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?			■	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			■	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			■	

**Impact Analysis**

***4.17(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

***Less than Significant Impact.*** The proposed project includes the redevelopment of the existing religious site to a single-family residential detached condominium land use. Adequate treatment capacity is available in the County Sanitation Districts of Los Angeles County treatment plant. The proposed project would not result in any use that would generate wastewater that would exceed treatment requirements of the Regional Water Quality Control Board. Potential impacts would be less than significant; no mitigation measures are required.

**4.17(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?**

**Less than Significant Impact.** The City of La Puente is located in County Sanitation District 15 of the County Sanitation Districts of Los Angeles County (CSDLAC). Sewer waste generated in this District is sent to the CSDLAC San Jose Creek Water Reclamation Plant (WRP) for treatment. The San Jose Creek WRP is located at 1965 Workman Mill Road, in unincorporated Los Angeles County, next to the City of Whittier. This WRP occupies 39 acres north of the Pomona (SR-60) Freeway on both sides of the San Gabriel (605) Freeway. The San Jose Creek WRP began operation in June 1971. The San Jose Creek WRP provides primary, secondary and tertiary treatment for 100 million gallons of wastewater per day. The plant serves a large residential population of approximately one million people. Approximately 42 million gallons per day of the reclaimed water is reused at over 130 different reuse sites, including groundwater recharge and irrigation of parks, schools, and greenbelts. The remainder is discharged to the San Gabriel River. Implementation of the proposed project will result in the generation of raw sewage that would be collected in the existing sewer collection facilities and transported to the San Jose Creek WRP where it will be treated and ultimately discharged. Although project implementation will result in the generation of approximately 8,775 gallons per day of raw sewage based on an average sewage generation rate of 195 gallons per dwelling unit per day,<sup>13</sup> the project would not require the construction of new water or wastewater facilities or the expansion of existing facilities that would result in potentially significant environmental effects. No significant impacts are anticipated and no mitigation measures are required.

**4.17(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?**

**Less than Significant Impact.** Development of the site will not significantly modify the existing topographic conditions. It is anticipated that changes will occur to surface flows due to the potential change (i.e., reduction in surface flow of 1.61 cfs compared to the existing conditions). The drainage pattern would generally be maintained, although the slope would be flattened and an infiltration system would be incorporated into the design of the project. Storm drain facilities existing along Del Valle Avenue to collect the surface flows and ultimate convey them to La Puente Creek. Due to the reduction in storm flows generated by the proposed project, construction of new storm drainage facilities or expansion of existing facilities is not required. No significant impacts will occur and no mitigation measures are required.

**4.17(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Less than Significant Impact.** Domestic water service in the City is provided by three water agencies, including the San Gabriel Valley Water Company, Suburban Water Systems, and the La Puente Valley County Water District (LPVCWD), which serves the project area. The source of domestic water provided by the LPVCWD is groundwater through three extraction wells. Within the LPVCWD service area, single-family residential users average approximately 369 gallons per day per dwelling unit.<sup>14</sup> Based on that water demand factor, the 45 dwelling units proposed for the Del Valle Residential Project would create an average demand for an estimated 16,605 gallons of domestic water per day. In order to serve the proposed project, design calculations must be estimated based on the housing development proposed, including irrigation meters (if applicable), as well as the required fire flow requirement as determined by the Los Angeles County Fire Department for the proposed project. At the present time, a two-inch service currently serves the subject property through a six-inch water main. Although the proposed project would not require new water transmissions facilities to serve the proposed residential development, the project will require a distribution water main upgrade to adequately serve and provide fire flow to the 45 homes.

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<sup>13</sup>County Sanitation Districts of Los Angeles County (CSDLAC); Table 1 "Loadings for Each Class of Land Use."

<sup>14</sup>Mr. Roy Fausto, La Puente Valley County Water District; email dated September 14, 2016.

The LPVCWD adopted Resolution No. 240 on June 27, 2016 in response to Executive Order No. B-37-16 signed by Govern Brown "... directing actions aimed at using water wisely, reducing water waste, and improving water efficiency ..." due to the continuing drought throughout the State of California. Resolution No. 240, which rescinded Resolution No. 229 adopted in May 2015, identified the need for water conservation measures and implemented restrictions on water consumption. The restrictions included primarily restrictions on landscape irrigation as well as other general restrictions to reduce the demand for potable water during the ongoing drought. The restrictions identified in Resolution No. 240 will remain in effect until repealed or amended by the LPVCWD Board of Directors. The proposed project would be required to comply with Resolution No. 240 and any subsequent actions taken by the LPCVCWD and/or the City of La Puente.

Project implementation will not adversely affect the LPVCWD to provide adequate domestic water service either within the City of La Puente or the service area. Furthermore, project implementation would not result in potentially significant impacts to domestic water supplies and/or service.

**4.17(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?**

**Less than Significant Impact.** As discussed above, the proposed project would have a less than significant impact on the wastewater treatment capacity. Thus, the Project would not significantly affect the physical capacity of the existing wastewater infrastructure system that services the site. The existing wastewater treatment facilities have adequate capacity considering that the project is consistent with the long-range plans adopted by the City. The applicant would be required to pay requisite connection fees to the CSDLAC. No significant impacts to the capacity of the existing system will occur as a result of project implementation. No mitigation measures are required.

**4.17(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**Less than Significant Impact.** Solid waste management facilities operated by the County Sanitation Districts of Los Angeles County (CSDLAC) include the Commerce Refuse-to-Energy Facility (CREF), the Downey Area Recycling and Transfer Facility (DART), the South Gate Transfer Station, and the Puente Hills Materials Recovery Facility (PHMRF). The characteristics of each of these facilities are summarized in Table 17-1.

**Table 17-1**

**Solid Waste Management Facilities  
Del Valle Residential Project**

Facility	Location	Permitted Capacity (tons/day)	Existing Volume (tons/day)
Commerce Refuse-to-Energy Facility	5926 Sheila Street Commerce, CA	1,000 <sup>1</sup>	545
Downey Area Recycling and Transfer Facility	9770 Washburn Road Downey, CA	5,000	725
South Gate Transfer Station	9530 Garfield Avenue South Gate, CA	1,000	500
Puente Hills Materials Recovery Facility	2808 Workman Mill Road Whittier (unincorporated)	4,400 <sup>2</sup>	2,200
<sup>1</sup> Not to exceed 2,800 tons/week. <sup>2</sup> Not to exceed 24,000 tons/week.  SOURCE: County Sanitation Districts of Los Angeles County (September 14, 2016)			

Based on a population per household of 4.27 persons,<sup>15</sup> the proposed project would result in a total of 192 residents that would generate approximately 905 pounds of municipal refuse assuming an average generation rate of 4.7 pounds per day.<sup>16</sup> As indicated in Table 17-1, capacity is available at the several solid waste management facilities serving the City and project site. Therefore, potential impacts to solid waste facilities are anticipated to be less than significant. Nonetheless, CSDLAC recommends that recycling elements be incorporated into the design of the project to facilitate recycling intended to meet the 50 percent reduction goal established for all cities in the State.

**4.17(g) Comply with federal, state, and local statutes and regulations related to solid waste?**

**Less than Significant Impact.** The California Integrated Waste Management Act (AB 939) requires cities to divert 50 percent of the waste stream away from land disposal. The City of La Puente is required to comply with AB939. Site development will be subject to the requirements established in the City’s Source Reduction and Recycling Element (SRRE) that reflect the manner in which solid waste reduction will occur. Compliance with the SRRE will ensure that such reductions occur, not only at the project site but also throughout Los Angeles County. It is possible that some of the demolition debris generated by the proposed existing structure could be recycled, which would result in a reduction in the amount of construction debris that would be landfilled. Therefore, potential impacts are anticipated to be less than significant as a result of project implementation.

**Standard Conditions**

SC 17-1 Prior to issuance of the grading permit, the applicant shall submit calculations based on the housing development proposed. The calculations shall reflect irrigation meters (if applicable) and required fire flow as set forth by the Los Angeles County Fire Department.

SC 17-2 The project shall comply with the City of La Puente recycling program in order to facilitate solid waste reduction.

**Mitigation Measures**

No significant impacts to utilities will occur and no mitigation measures are required.

**4.18 MANDATORY FINDINGS OF SIGNIFICANCE**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		■		
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a			■	

<sup>15</sup>California Department of Finance; Table 2: E-5 City/County Population and Housing Estimates (1/1/2014).

<sup>16</sup><http://www.calrecycle.ca.gov/LGCentral/GoalMeasure/DisposalRate/MostRecent/default.htm>. Average generation rate throughout California for 2015.

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			■	

## Impact Analysis

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

**Less than Significant with Mitigation Incorporated.** The project site been impacted by past activities that have modified the existing site features in order to accommodate the existing Soka Gakkai International – USA religious use of the site. Project implementation will not result in the loss of any sensitive habitat or species. Further, no cultural or scientific resources are known to be located on the site and important historic resources would not be adversely affected by the Project. Project implementation will not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory. Nonetheless, implementation of the project will result in the redevelopment of the site from a religious use to a residential use. No impacts to either cultural resources or biological resources would occur as a result of project implementation.

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

**Less than Significant Impact.** Because the subject property has been substantially altered as a result of development that has occurred, no native habitat or other important or sensitive species and/or cultural/scientific resources would occur. Furthermore, implementation of the proposed project would not result in significant cumulative impacts. In particular, incremental traffic, noise and air quality impacts would not exceed significance thresholds identified either by the City of La Puente, County of Los Angeles, or other adjacent municipality and/or responsible agency in the project area. Therefore, as indicated below, the proposed project does not have the potential to generate other project-related impacts that may be cumulatively considerable.

### Aesthetics

As indicated in the preceding analysis, the project site is not located within an area that had been identified by the City as having important or significant aesthetic resources; no rock outcroppings, significant trees, hillsides or other scenic resources exist on the developed site. Redevelopment of the of the site with 45 single-family residential condominium units will not result in any impacts to scenic or aesthetic resources and, therefore, would not contribute to the cumulative degradation of scenic or aesthetic resources. Project implementation will not result in any potentially significant aesthetic impacts.

### Agriculture and Forestry Resources

Although the site was used historically for agricultural production, it was developed and no longer supports agriculture and it is not recognized as a forestry resource. The site is not recognized either by the City, County or State as an agricultural or forestry resource. Therefore, redevelopment of the site as proposed would not result in any potentially significant cumulative impacts to agriculture or forestry resources.

### Air Quality

Project implementation will result in an increase in daily vehicle trips. As a result, air emissions would be generated as a result of both construction and operation of the proposed single-family detached residential condominium project. However, the pollutant emissions generated by the proposed project would not exceed the thresholds established by the SCAQMD. Compliance with the applicable SCAQMD rules will ensure that dust emissions are minimized during construction to further reduce short-term cumulative impacts. Operational air emissions will likewise not be significant because the project would not exceed the City's long-range projections anticipated for the subject property, which are the basis for air emissions forecasts in the Air Quality Management Plan (AQMP). Neither the project-related trip generation nor mobile source emissions would exceed the projections in that document. Therefore, potential cumulative air quality impacts are less than significant.

### Biological Resources

As indicated in the preceding analysis, the site is devoid of important biological resources, including sensitive plant and animal species and habitat. Project implementation will not result in any impacts to biological resources and would not, therefore, result in any significant cumulative impacts to biological resources.

### Cultural Resources

The subject property has been extensively altered as a result of prior site development. The City complied with the AB52 Native American Consultation requirements; no requests for consultation were received during the stipulated 30-day response period. Nonetheless, monitoring during site grading is required to ensure that should cultural resources be encountered, they can be assessed and addressed through appropriate mitigation. Although no cultural and/or paleontological resources are expected to occur on the site, proper mitigation in the event such resources are identified will be adequate to avoid potentially significant cumulative impacts.

### Geology and Soils

Project implementation will not result in any significant cumulative impacts associated with site soils or geology because the project will be designed to meet current CBC and City Building Code requirements to ensure that loss of property and life is minimized. In addition, mitigation measures have also been prescribed in the geotechnical investigation conducted for the proposed project to ensure that no significant cumulative loss of property and/or lives will occur. Therefore, cumulative impacts are anticipated to be less than significant.

### Greenhouse Gas

Project-related cumulative impacts will not be significant because neither the short-term (i.e., demolition, grading, and construction) emissions of GHG nor the operational GHG emission will exceed recommended significance thresholds. Furthermore, the contribution of project-related GHG emissions to the cumulative impact of global climate change is considered less than significant because of the adoption of a new low carbon fuel standard and through increased fuel efficiency as mandated in AB 32 and related programs adopted by the State of California.

### Hazards and Hazardous Materials

Implementation of the standard conditions will ensure that any potential existing health hazard associated with ACM and/or LBP is eliminated or reduced to a less than significant level, which will also eliminate the potential for cumulative hazards to occur. Furthermore, project implementation does not include any feature that would be considered a hazard or create hazardous conditions. As a result, no cumulative impacts will occur.

### Hydrology and Water Quality

Project implementation will result in modifications to the project site that will change the hydrologic conditions. However, the project will comply with applicable LID requirements to reduce storm runoff. As a result, the project would reduce runoff during a 25-year storm even by 1.61 cfs. In addition, with the implementation of the BMPs and features proposed in the project, storm runoff will not exceed volumes prescribed for site development. In addition, surface water will be treated to ensure that pollutant loads are minimized and meet discharge requirements. Therefore, project implementation will not significantly contribute to the cumulative degradation of either storm runoff or water quality. Project-related cumulative impacts are less than significant.

### Land Use and Planning

With the exception of some minor modifications to development standards prescribed in the zoning code, the proposed project is consistent with the relevant land use policies adopted for residential development. The variations in the development standards are addressed in the Planned Development Permit. The proposed project does not exceed the maximum intensity of development currently permitted on the site and the dwelling units proposed on the site are consistent and compatible with the surrounding land uses in the project environs. Therefore, implementation of the proposed project will not result in any potentially significant cumulative land use impacts.

### Mineral Resources

The subject property is not designated for mineral resources either by the State of California or County of Los Angeles and is not known to contain such resources. As a result, no mineral resources would be lost with site development and no cumulative impacts will occur.

### Noise

Potential project-related long-term noise impacts resulting from an increase in traffic will not result in any potentially significant cumulative impacts. As indicated above, construction-related noise impacts, albeit significant, can be reduced to a less than significant level. Furthermore, such impacts are short-term and would cease upon completion of construction. In addition, construction activities that are the source of the noise are limited to those hours stipulated in the City's Noise Control Ordinance.

### Population and Housing

Neither homes nor residents would be displaced as a result of project implementation. Because the proposed project is consistent with the long-range policies adopted by the City of La Puente, and because the project is located in an area of the City that is predominantly residential, no cumulative impacts will occur as a result of project implementation.

### Public Services

Project implementation would result in "in fill" development within an area of the City that is urbanized. The area in which the project is located is currently provided with adequate public services, including police protection and related services. The proposed project would not substantially affect the existing level of police protection provided in the area. Therefore, no significant cumulative impacts will occur. Similarly, no

potentially significant cumulative impacts to fire protection services provided by the Los Angeles County Fire Department would occur as the project is consistent with the long-range land use plans for the City and adequate protection services would be provided to meet the long-term development occurring in the City. The project would also not result in a significant impact to schools given the available capacity in the existing school that would serve future students generated by the project. Although there is a deficiency in public parks in La Puente, the project has incorporated an on-site recreational amenity to supplement the existing parkland in the City. In addition, the small increase in population would not create significant cumulative demands on other public services, including the library system, which has adequate floor area and library resources to serve the community, including the proposed project.

#### Recreation

Although the proposed project includes residential development that would create a demand for recreational amenities in the City resulting from the increase in population, the project has incorporated some a recreational component to serve project residents. The City does not have a park dedication and/or in-lieu fee payment requirement for new residential development. No significant project-related cumulative impacts would occur.

#### Transportation/Traffic

As previously discussed, 31 projects are either proposed or approved in addition to the proposed project that would contribute to the cumulative traffic conditions in the project area. Table 16-5 summarizes project-related cumulative contribution to the future (2018) traffic conditions at the key study intersections. As indicated in that table, although two intersections are forecast to operate at LOS during either the AM and/or PM peak hours (Hacienda Boulevard/Loukelton Street and 5<sup>th</sup> Street/Temple Avenue), project-related traffic would not contribute significantly to the unacceptable levels of service. The project will contribute only 0.3 percent and 0.1 percent of the AM and PM peak traffic volumes, respectively, at the Hacienda Boulevard/Loukelton Street intersection, and only 0.6 percent of the future peak hour AM and PM traffic volumes at the 5<sup>th</sup> Street/Temple Avenue intersection. These increases are less than the 1 percent criterion for a potentially significant cumulative impact. Therefore, project implementation would not result in a potentially significant cumulative traffic impact; no mitigation measures are required.

#### Utilities

Project implementation will create an increase in the demand for domestic water and would also generate additional raw sewage and refuse; however, the project is consistent with the long-range plans and policies adopted for the subject site and would not create demands for water or generate sewage and/or refuse that exceed what is anticipated as a result of development that is consistent with those plans. Therefore, because demand and generation rates associated with the proposed project can be accommodated by the existing infrastructure, their potential cumulative impacts would be less than significant.

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

***Less than Significant Impact.*** Construction and operation of the proposed Del Valley Residential Project requires the approval of Planned Development Permit, Vesting Tentative Tract Map, and Development Agreement. Although the preliminary analysis of the proposed project concluded that potentially significant impacts may occur that could cause substantial adverse effects on human beings, including air quality, geology and soils, hazards and hazardous materials, and noise, standard conditions and mitigation measures have been prescribed to either avoid the potentially significant impacts or reduce the impact(s) to a less than significant level.

#### 4.19 REFERENCES

The following references were utilized during preparation of this Initial Study. These documents are available for review at the City of La Puente, 15900 East Main Street, La Puente, California 91744.

California Environmental; Phase I Environmental Site Assessment; March 2015.

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Psomas; Water Quality Management Plan (WQMP)/Hydrology Study – 747 Del Valle Avenue Project; September 15, 2016.

Overland Traffic Consultants, Inc.; Traffic Impact Analysis for Del Valle Residential; August 2016.

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#### 4.20 REPORT PREPARATION PERSONNEL

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## 5.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in Section 3.0, *Initial Study Checklist*, and Section 4.0, *Environmental Analysis*, it is concluded that the proposed Del Valle Residential Project would not have a significant effect on the environmental issues analyzed with the incorporation of mitigation measures. Accordingly, it is recommended that the City of La Puente prepare a Mitigated Negative Declaration for the proposed project.

11.1.16

Date



Keeton K. Kreitzer, Principal  
Keeton Kreitzer Consulting



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## 6.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

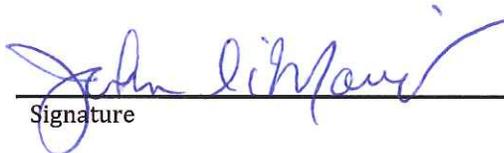
I find that the proposed use **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 4.0 have been added. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

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

I find that the proposal **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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

I find that the proposal could have a significant effect on the environment, because all potentially significant effects a) have been adequately analyzed in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable legal 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

City of La Puente  
\_\_\_\_\_  
Agency

John DiMario, Director  
\_\_\_\_\_  
Printed Name/Title

11/4/16  
\_\_\_\_\_  
Date