10 Public Health and Safety Element

Introduction

Envision El Monte… a safe community, where our residents are safe from natural hazards, where our natural environment and watershed is clean and healthful; where neighborhoods are protected from the pollution of cars and industries; and where we can live in a peaceful residential neighborhood away from the noise of industries, cars, and other uses which detract from a quality living environment.

CREATING A SAFE COMMUNITY

El Monte's fundamental goal is to provide a safe and secure place to live. Without a safe environment, little else really matters. The City has been making significant strides to achieve this goal. El Monte's goals are to:

- ***Protect residents from natural hazards***—minimizing the dangers from earthquakes, flooding, and other natural disasters.
- ***Provide a safe transportation system***—making our roadways safe for motorists, pedestrians, and bicyclists.
- ***Clean our natural environment***—furthering healthful air, proper management of hazardous wastes, and clean groundwater.
- ***Plan for emergency response***—protecting our city from manmade and environmental hazards through effective emergency planning.
- ***Prepare for climate change***—plan for and build resiliency to climate change impacts
- ***Minimize noise***—minimizing noise from roadways, railroads, and industries to help provide a quiet and peaceful living environment.

PURPOSE OF ELEMENT

Protecting health, personal property, and life from natural and man-made hazards and health risks is a fundamental responsibility of the City. The occurrence of natural disasters in Southern California makes effective public safety programs of great importance. Our understanding of the natural environment also underscores the importance of clean and healthful air and water. This Element assesses the natural and man-made hazards in El Monte and sets forth responsive goals and policies to address those hazards.

Public Safety

The topic of police and fire service is addressed in the Public Services and Facilities Element

The Public Health and Safety Element identifies where public and private decisions must be sensitive to conditions that pose a potential threat to public health and safety. It addresses earthquakes, flooding, watershed management, hazardous materials, transportation safety, air and water quality, and health issues such as noise. This Element describes community hazards and provides policies for decision makers to minimize, to the extent feasible, any social, economic, and environmental impacts.

RELATED PLANS AND PROGRAMS

The Public Health and Safety Element builds upon many federal, state, and local laws. Some of the more notable laws include the California Environmental Quality Act (CEQA), California Seismic Safety Codes, and the California Building Code. These laws, in concert with the El Monte Municipal Code (EMMC), regulate and/or influence land use and intensity of development in El Monte. These laws and regulations also help protect our health, safety, and welfare by ensuring that proper safety analyses are undertaken, and that sound construction practices are followed.

The Public Health and Safety Element is related to other General Plan elements. Land uses identified in the Land Use Element are influenced by the location of potential hazards. Emergency evacuation routes and the location of critical facilities are influenced by the Circulation Element. The Public Services and Facilities Element addresses the provision of police and fire response to minimize personal injury and property damage from disasters. In addition, the Parks and Recreation Element provides programs that will improve the natural environment and public health.

EL MONTE SPEAKS

Quality of life is what makes a city a desirable place to live. Quality of life surely involves the provision of park and recreational opportunities, strong neighborhoods and quality housing, a vibrant economy and well-paying jobs, good education, convenient transportation, and beautiful architecture. Yet the critical aspect of quality of life that makes this possible is safety.

El Monte understands the importance of public safety and health. As the hub of San Gabriel Valley, public health and safety have always been important issues. Over the past 50 years, El Monte has seen tremendous housing, commercial, and industrial growth and, with it, complex planning issues that affect the health and safety of residents. Flooding hazards, traffic congestion, and environmental pollution all pose challenges.

As El Monte envisions its future, public safety will remain a concern. We desire an environment safe from natural disasters. We desire to drive, bicycle, and walk safely along our streets. We want to know that our air is safe to breathe and our water is safe to drink. Prioritizing these issues will help El Monte achieve its vision. City outreach programs and community workshops help identify what residents regard as important priorities.

A safe El Monte will consist of the following:

- Emergency planning and preparedness for earthquakes, flooding, climate change and other natural disasters that can lead to personal injury, property damage, and loss of life.
- Transportation safety, so that residents are confident that they can safely drive to work or other daily activities, and children can safely walk or bicycle to school.
- Clean environment, in which our air is safe to breathe, our water is of high quality, and our hazardous wastes are disposed of properly to safeguard people, wildlife, and the environment.
- Responsive police and fire services, to create a safe community for all ages and protect our residents and businesses from harm. (This topic is addressed in the Public Services and Facilities Element.)
- Neighborhoods that are reasonably free from the adverse impacts of noise from streets, trucks, commercial and business activities.

The following section presents goal statements and policies to improve the public health and safety of the El Monte community.

Public Health and Safety Context

El Monte's fundamental mission is to protect public health and safety. When we think of "public safety," most people think of police, fire and paramedics, who are the first to respond to emergency circumstances. However, the City, the county, and state governmental agencies are charged to help protect us from environmental and man-made hazards. The following highlights the issues addressed in this Safety Element. Each topic will be described in greater detail, followed by responsive goals and policies.

SEISMIC HAZARDS

Southern California is prone to periodic earthquakes, mostly recently the Whittier Narrows, Northridge, and Landers quakes. While no earthquake faults have been found in El Monte, residents clearly experience the groundshaking effects from such events. Most of the City is underlain by a shallow water table, is subject to liquefaction or the settling of soil during an earthquake, and therefore will materially experience the movement caused by an earthquake.

El Monte protects the community from seismic hazards through the enforcement of modern building technologies, land use, and appropriate construction practices. El Monte is committed to continued vigilance in ensuring that residents and businesses are safe from seismic events. To maintain and improve public safety, this Element will focus on protecting residents from potential damage from earthquakees through proactive planning, enforcement of building standards, and emergency preparedness.

WATERSHED MANAGEMENT

El Monte's location is at the convergence of the San Gabriel River and the Rio Hondo River watersheds, which are fed by six washes and two creeks. Although these once meandering rivers were channelized to reduce damage caused from flooding in the past, our understanding of watersheds has evolved. More than simply flood control, the City now envisions the Rio Hondo River and San Gabriel River as vital, healthy watersheds, which takes into account a number of mutually supportive goals.

Supported by the Recreation and Open Space Element, the goals of this Element are to:

- Better manage the San Gabriel and Rio Hondo watersheds to improve the beneficial users of the rivers.
- Improve water quality through the cleanup of the Superfund site, reduction of urban runoff, and implementation of green infrastructure.
- Continue to maintain excellent protection from dam inundation and improve the City's drainage system to prevent urban floods.
- Protect water resources and restore habitat for wildlife and birds through proper watershed management practices.

AIR QUALITY

El Monte is acutely aware of how air pollution impacts children, families, and people with health conditions. Unhealthful air has been linked to diminished lung capacity, higher frequency of asthma, and in extreme cases cancer and shortened lifespan. Air quality is a complex issue and is affected not only by our transportation network, but also by certain industrial activities. Although the federal Clean Air Act has helped to reduce pollutants, the region has not achieved state and federal air quality standards, and thus air quality remains a critical concern for El Monte.

Supported by the Land Use and Recreation and Open Space Elements, the goals of this Element are to:

- Reduce and eliminate, wherever feasible, conflicts between mobile and stationary sources of air pollutants and sensitive land uses, with priority given to existing sensitive land uses.
- Concentrate housing along major corridors to reduce the use of automobiles, reduce vehicle emissions and improve air quality, and promote a more compact form of residential development.
- Create a community forest along all major roadways and on public lands, and encourage the planting of trees on private property as a means of filtering air pollutants in El Monte.

TRANSPORTATION SAFETY

El Monte is defined by its extensive network of roads, freeways, railroads, and transit that offers convenient travel modes for residents, workers, and visitors. While a benefit to the local economy, these transportation modes also pose considerable threats to public health and safety in El Monte. Safe routes to school have also become a critical concern to families. In comparison to other cities, the City has a higher rate of accidents involving vehicles, pedestrians, and bicyclists. The rate of transportation-related accidents and personal injury underscores the importance of this issue to El Monte.

In conjunction with the Circulation Element, the goals of this Element are to:

- Implement safe routes to schools, sidewalk improvements, street lights, crosswalks, enforcement of traffic laws, and reduction of traffic speeds where appropriate.
- Advocate for the improvement of all street-railroad crossings, including the implementation of full-grade separtions, at every intersection of the railroad and local streets.
- Ensure that new development complies with the provisions of the El Monte Airport Land Use Plan so as not to endanger residents and business community.

HAZARDOUS WASTES

Hazardous waste management has become more important to El Monte. In the past, heavy industries produced significant levels of hazardous wastes. As of result of that, the City is still dealing with impacts related to the cleanup and remediation of groundwater contamination at the Superfund site. Certain industries still pose risks due to emissions and proximity to residential neighborhoods. Hazardous wastes are also generated by the use and disposal of everyday products, including solvents, batteries, paint, oil, and electronic equipment.

In conjunction with the Public Services and Facilities Element and the Land Use Element, the goals of this Element are to:

- Expedite, through active participation with the San Gabriel Basin Water Quality Authority, the full cleanup of the Superfund site situated over a large portion of El Monte.

- Discourage siting of businesses that use, store, or transport hazardous materials and waste near sensitive land uses unless mitigation measures comply with Los Angeles County Fire Department standards.
- Cooperate actively with federal, state, county, business, and other entities to effectively manage hazardous materials and wastes to protect the health and safety of residents.

EMERGENCY RESPONSE

Natural and man-made disasters (such as earthquake, flooding, fire, and hazardous waste spills), cause significant property damage and loss of life. During those times, the City's state of emergency preparedness makes all the difference in how effectively the City responds. While we cannot fully insulate ourselves from disasters, maintaining a state of readiness is the key to minimizing damage to property, personal injury, or loss of life.

CLIMATE CHANGE

The City of El Monte recognizes that climate change affects public safety and disaster management. According to California's Fourth Climate Change Assessment, continued climate change will have a severe impact on California. Key climate hazards identified for the Los Angeles region most relevant to the City of El Monte include: extreme heat, drought, air quality, severe storms and wind, and inland flooding. In addition, El Monte residents could be subject to smoke and disruption to regional systems due to wildfires, and regional impacts due to sea level rise. A discussion of climate vulnerability findings along with the City's climate adaptation goals, policies, and actions are provided in this Public Health and Safety Element.

Fire safety is of growing importance in California due in part to climate change. As a result, state law requires that general plans in high-risk areas, generally at the wildland urban interface, address wildfire risks. In addition, SB 1035 (2018) requires regular updates to the Safety Element chapter of the General Plan to address new information regarding flood and fire hazards, as well as climate change adaptation and resilience. State law also requires local governments to identify and evaluate evacuation routes (AB 747, 2019) and to identify residential developments in hazard areas that do not have at least two emergency evacuation routes (SB 99, 2019). The City of El Monte does not have

high risk wildfire areas, but is still impacted by wildfires in the region due to smoke and possible disruptions to transportation, electricity, water emergency response, and other systems.

Goals and Policies

Public health and safety involves three different scales—natural hazards, the man-made environment, and personal safety. This Element addresses the first two topics, while police and fire safety issues are addressed in the Public Services and Facilities Element. Each section begins with a discussion of the issue, provides El Monte's goals with respect to public safety, and follows with policies to further each goal. Appendix A contains a detailed implementation plan.

SEISMIC SAFETY

Earthquakes represent a major concern for all cities in southern California. The City of El Monte lies entirely within the flat, alluvial plain of the San Gabriel Basin, which was formed by historical streams from the San Gabriel Mountains. The basin serves as a natural groundwater reservoir for rainfall and runoff from the highlands. The San Gabriel Basin is predominantly covered by alluvial valley sediments, dominated by unconsolidated to semi-consolidated alluvium deposits that overlie relatively impermeable rock. The primary native soil is sandy loam, silt, and clay loam derived mainly from granitic rocks, schist, and anorthosite.

Although no known earthquake fault crosses El Monte, a dozen active and potentially active earthquake faults impact the City. These include the San Andreas, San Gabriel, Newport-Inglewood, Palos Verdes, Whittier, Santa Monica, Sierra Madre, Puente Hills Blind Thrust, Raymond Hill, Workman Hill, and the Clamshell-Sawpit Canyon faults. These faults can produce earthquakes that could cause significant property damage and loss of life. Recent earthquakes affecting El Monte include the Whittier Earthquake of 1987 (magnitude 5.9); Landers Earthquake of 1992 (magnitude 7.3); and Northridge Earthquake of 1944 (magnitude 6.7).

Primary geologic hazards from earthquakes include ground shaking, ground failure, and surface rupture. Ground shaking causes the most damage (it is the primary cause of collapsed buildings) and has the potential for the greatest loss of life. Ground failure involves the loss of cohesion of soils (liquefaction), which may cause cracking or failure of foundations. Surface rupture occurs when movement on a fault breaks through to the surface. In other cases, the slow movement of faults can deform curbs, streets, buildings, and structures. Although no fault

How are earthquakes measured?

Earthquake strength is measured by its magnitude and intensity. Magnitude refers to the energy released at the epicenter or source of the earthquake. Intensity refers to the strength of shaking produced by an earthquake at a particular location and its effect on people, structures, and the natural environment.

crosses El Monte, the City may have secondary hazards due to its geology and soil conditions.

Slope Stability

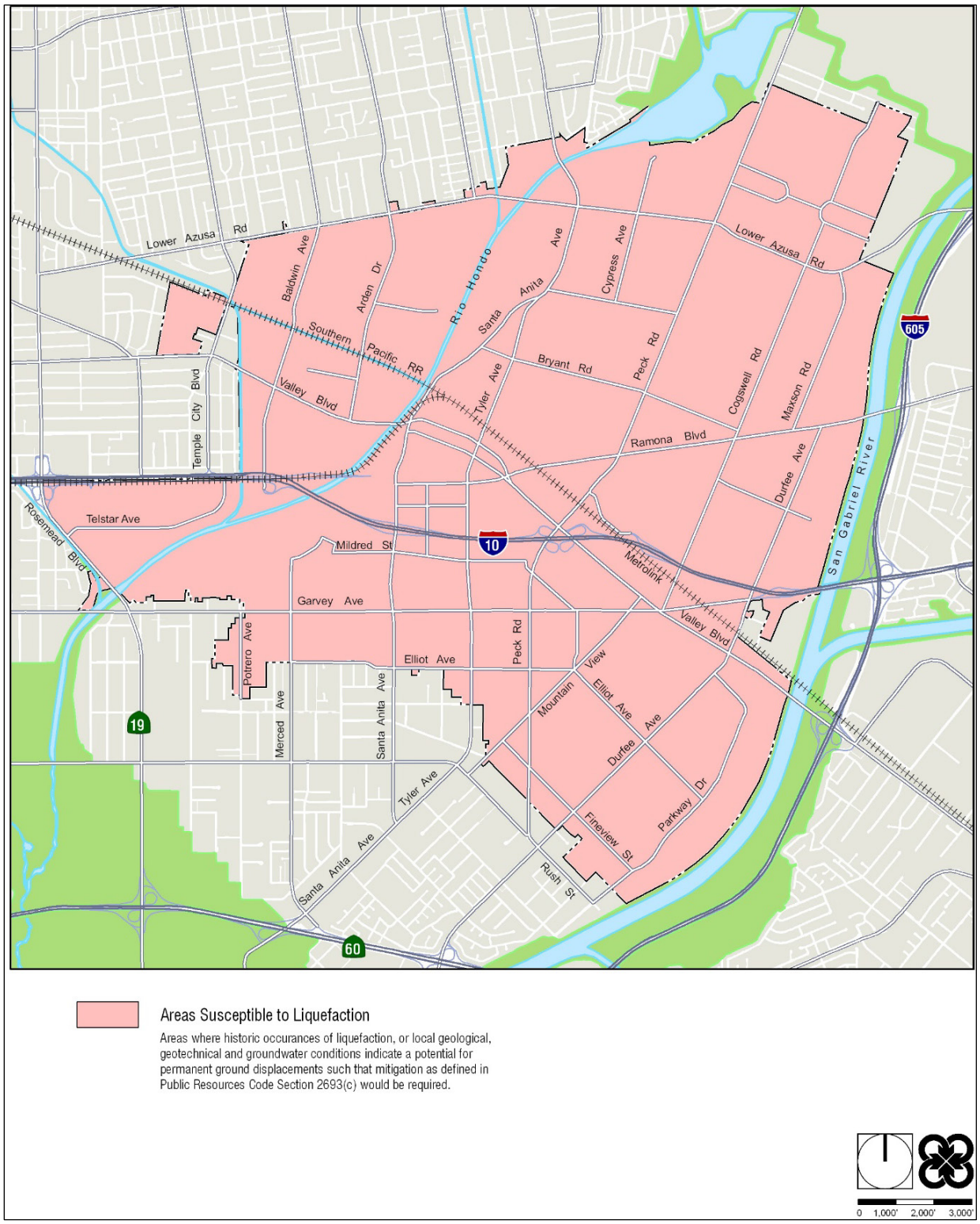
Slope stability is determined by a number of factors, including the slope, vegetative cover, wildfire, bedrock, soil, precipitation, and human alteration. Although landslides can be induced by seismic activity, the City's terrain is relatively flat and the vast majority of El Monte is not located in an area where landslides are a hazard. According to the California Division of Mines and Geology, only the far northeastern corner of the City (bordering Arcadia) contains overlapping areas where earthquake-induced landslides and liquefaction could potentially occur based on local geological, geotechnical, and groundwater conditions. Other areas of steep slopes are beyond the northern boundary, where deep quarries are in Irwindale.

Liquefaction and Seismic Settlement

Liquefaction occurs during moderate to great earthquakes, when ground shaking causes water-saturated soils to become fluid and loose strength, much like quicksand. Liquefaction is often responsible for damage to bridges, buildings, buried pipes, and underground storage tanks. Seismic settlement is when soil is compacted in response to ground shaking. Localities susceptible to liquefaction-induced damage are underlain by loose, water-saturated, granular sediment within 40 feet of the ground surface. Due to soil conditions and historical water table levels, El Monte is entirely in an area with a potential for permanent ground displacement, as illustrated in Figure PHS-1.

Expansive and Compressible Soils

Expansive soils swell when wet and shrink when dry. If the soil is on a slope, the top layer of soil can creep downhill or even cause a landslide. Poorly consolidated or highly compressible soils have low bearing capacities and are liable to differential settlement. Soil compression is an increase in stress from construction, foundation, or other means that results in a deformation and relocation of soil particles, and expulsion of water or air from void spaces. Younger soils, which include textured silty and sandy soils, contain less compacted sediments and are more susceptible to settlement. Based on soil types in the City, compressible soils may be present and a hazard for buildings in El Monte.


Lower Azusa Rd
Baldwin Ave
Arden Dr
Rio Hondo
Santa Anita Ave
Cypress Ave
Lower Azusa Rd
605
Southern Pacific RR
Bryant Rd
Peck Rd
Cogswell Rd
Maxson Rd
Valley Blvd
Tyler Ave
Temple City Blvd
Ramona Blvd
Durfee Ave
San Gabriel River
Rosemead Blvd
Telstar Ave
Mildred St
10
Metrolink
Garvey Ave
Valley Blvd
Potrero Ave
Elliot Ave
Peck Rd
View
Mountain
Merced Ave
Santa Anita Ave
19
Elliot Ave
Durfee Ave
Tyler Ave
Parkway Dr
Fineview St
Santa Anita Ave
Rush St
60
Areas Susceptible to Liquefaction
Areas where historic occurances of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.
0 1,000' 2,000' 3,000'

Ground Subsidence

Subsidence related to human activities is typically the result of the withdrawal of subsurface fluids such as oil and groundwater, oxidation of organic materials such as peat and coal, and by hydro-consolidation (from excessive irrigation) of loose, dry soils in a semiarid climate. Subsidence can affect structures sensitive to slight changes in elevation or slope such as highways, pipelines, sewers, and railroads. The current groundwater level in El Monte is 30 to 50 feet below historical levels, which indicates that a potential exists for subsidence. Subsidence could be regional in nature or may be focused along the boundary of a groundwater basin or a buried structural feature. On the basis of the information cited above, the potential for subsidence-related ground fissures or cracking within the City is low.

Soil Erosion

Soil erosion is a natural process driven by water and wind. Soil erosion may be a slow process that continues relatively unnoticed, or it may occur at an alarming rate causing serious loss of topsoil. The rate and magnitude of soil erosion by water is controlled by rainfall intensity and runoff, soil erodibility, slope gradient and length, and vegetation cover. The City is mostly built out, relatively flat, and with no hillsides that would be subject to substantial soil erosion, landslides, and mudslides. A very small portion of El Monte in the far northeastern corner bordering Arcadia contains areas where earthquake-induced landslide could potentially occur. Thus, soil erosion is not considered to be a pressing public health and safety issue.

Although we cannot prevent earthquakes, their destructive effects can be minimized through proactive planning, building regulations, and disaster preparedness. El Monte protects the public from earthquake damage through planning, building regulations, inter-jurisdictional coordination, and public education. The City's Hazard Mitigation Plan outlines the course of action to be taken in case of a seismic event. The City is responsible for adopting and enforcing a variety of building codes and regulations to ensure that buildings are constructed and/or retrofitted according to the best available building practices. El Monte participates in multi-jurisdictional efforts to help coordinate emergency response and planning. The City also provides public information to residents and businesses.

Goal PHS-1

Adequate protection from seismic and geologic hazards, to ensure public health and safety, infrastructure, and City facilities and services are maintained.

Policies

PHS-1.1 **Building Codes.** Ensure that new and retrofitted buildings comply with the most recently adopted City and state building codes governing seismic safety and structural design to minimize the potential for damage, personal injury, and loss from earthquakes.

PHS-1.2 **Geotechnical Study.** As necessary, require detailed geologic, geotechnical, or soil investigations in areas of potential seismic or geologic hazards as part of the environmental and/or development review process.

PHS-1.3 **Structural Hazards.** Mitigate structural hazards related to seismic events through appropriate methods such as excavating and refilling land with engineered fill, ground improvements, structural design, and other appropriate mitigation.

PHS-1.4 **Critical Structures.** Encourage Caltrans, Southern Pacific Railroad, and local utility companies to regularly inspect and strengthen (if needed) bridges, elevated roadways, freeways, utilities, and other infrastructure susceptible to failure during an earthquake.

PHS-1.5 **Critical Facilities.** Ensure that police and fire stations, emergency operations centers, communications centers, reservoirs, medical facilities, and other essential structures and facilities remain safe and in a state of readiness for seismic events.

PHS-1.6 **Public Education.** Work with local schools, businesses, residents, and community organizations to ensure that adequate information on how to be prepared for hazards is available and routinely distributed to the community.

PHS-1.7 **Emergency Response.** Periodically conduct simulated emergency response drills to hazards, concentrating on interagency coordination needed to ensure that services will be available to the community with minimal delay and overlap of services.

WATERSHED MANAGEMENT

El Monte is at the convergence of the San Gabriel River and the Rio Hondo River watersheds. These rivers are fed by six washes and two creeks, which originate in the mountains and entered urbanized areas below the foothills. Historically, these wide, shallow rivers flowing from the mountains created a fertile alluvial plain and riparian woodland. Major storms during the early 1900s led to the implementation of flood control dams, debris basins, and river channels. During the 1950s to the present, quarry operations further altered the natural landscape.

Today, our understanding of watershed management has greatly improved beyond the important function of reducing the potential of flooding. Watersheds are very important because they provide critical services that sustain and protect us: they supply drinking water from the San Gabriel Valley Basin; they sustain habitat for plants and animals in places such as Peck Water Conservation Park; and they provide areas of natural beauty and support recreational uses, such as in the Whittier Narrows Area.

The City of El Monte envisions the Rio Hondo River and San Gabriel River as vital, healthy watersheds, taking into account the mutually supportive goals of improving water quality, restoring habitat for

El Monte: A History Tied to the Rivers

El Monte has a unique and historical connection to watershed management, located at the convergence of two major watersheds that are fed by the San Gabriel Mountains.

wildlife and birds, providing ample parks and recreational opportunities along the banks of the rivers, and ensuring adequate flood control and safety for residents.

Flood Hazards

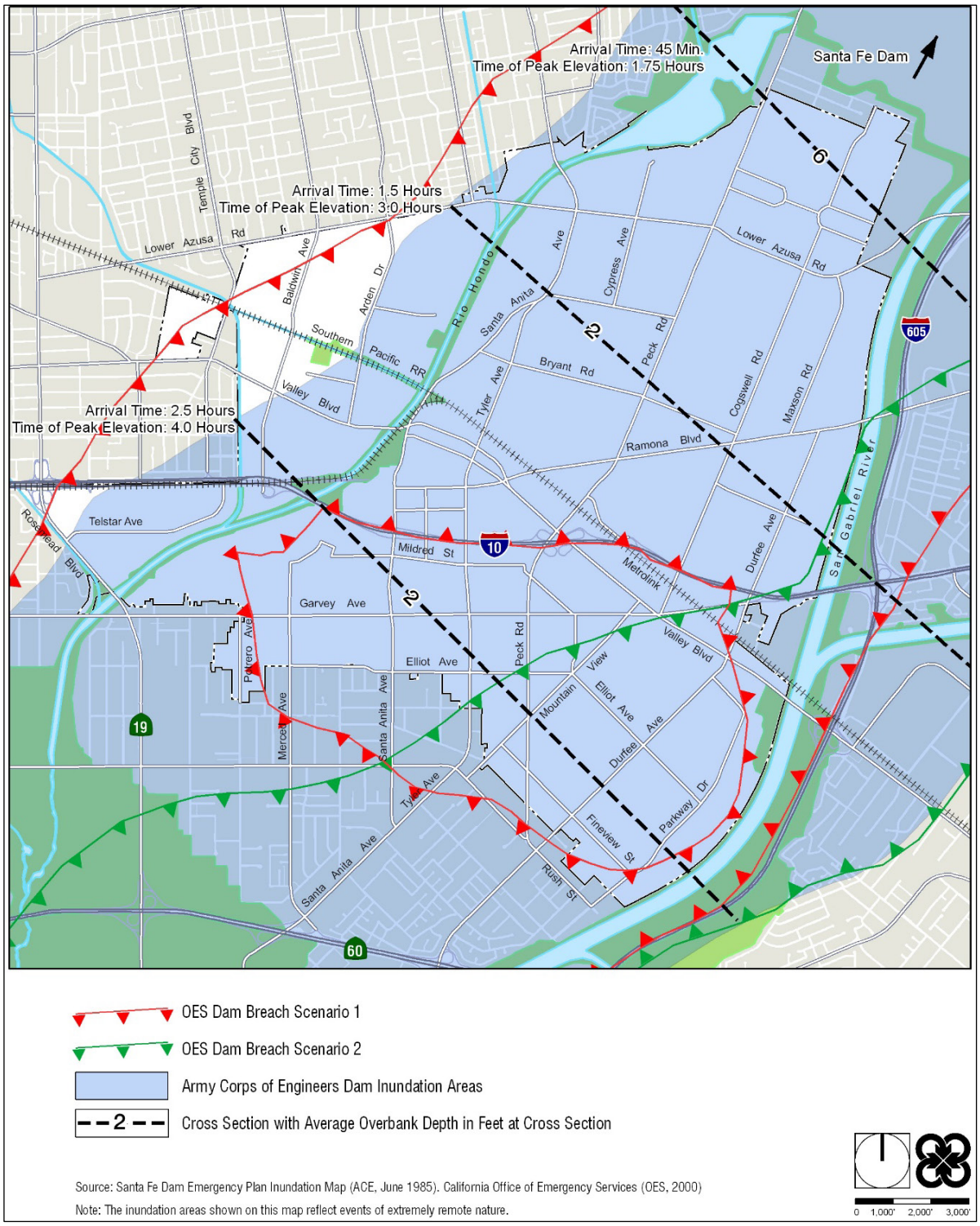
El Monte is framed by two major dams and reservoirs that protect the community from floodwaters from the San Gabriel Mountains. The Santa Fe Dam and Reservoir is on the San Gabriel River 2 miles northeast of the City; the Whittier Narrows Dam is 3 miles south of the City of El Monte. The major threat from dams or reservoirs is flood inundation in the rare case of structural failure or breach. Figure PHS-2 shows the potential inundation zones that could result from dam failure or breach.

Most of El Monte lies in a potential inundation zone. In the unlikely event of a dam breach or failure, waters would reach six feet in depth at the City's northeastern boundary in fifteen minutes from dam failure and decrease to two feet in central El Monte before rising to seven feet near Whittier Narrows in three hours from dam breach. The Office of Emergency Services outlines similar scenarios. Upstream inundation from the Whittier Narrows Dam could occur if the dam could not release water downstream, and water flows along the six washes flowed unimpeded into the dam.

The actual potential and severity for flooding due to dam breach is very remote and depends on the speed of inundation, location and nature of the dam failure, and topography. The damage associated with flooding could also be reduced by the containment effects on the floodwaters, if any, of the Irwindale gravel pits that border El Monte. However, in the absence of definitive evidence, it would be most appropriate for planning purposes to assume that the gravel pits do not significantly mitigate the threat or potential damage resulting from a flooding event.

Santa Fe Dam

The Santa Fe Dam and Reservoir is located to the north of El Monte and protects the City from flood waters from the San Gabriel Mountains.



Source: Santa Fe Dam Emergency Plan Inundation Map (ACE, June 1985). California Office of Emergency Services (OES, 2000)

Note: The inundation areas shown on this map reflect events of extremely remote nature.

Figure PHS-2 Flooding Hazards

The Cobey-Alquist Floodplain Management Act encourages the planning, adoption, and enforcement of land use regulations to protect from flood hazards. The City of El Monte has adopted a floodplain management ordinance and maintains Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). The FEMA FIRM maps for the City of El Monte were last updated in 2008. According to the General Plan Environmental Impact Report, the City of El Monte is classified as No Special Flood Hazard Areas (NSFHA), or Zone X, meaning that no part of the City is in a 100-year flood zone. However, according to the City's Hazard Mitigation Plan (HMP), human-caused and natural changes to the environment have changed the dynamics of storm water run-off since then. The City's maintains its participation in federally backed flood insurance programs by reviewing each building permit and land use discretionary permit for the project's proximity on the FIRM maps. If new data and information becomes available, the City will take it into consideration, where necessary

Although El Monte has an all Zone X rating, localized drainage problems can still result in urban floods. Due to the highly urbanized nature of El Monte, a large number of impervious surfaces (e.g., buildings, roadways, and other concrete surfaces) convey water to the stormwater system. These surface water flows are carried to interceptor storm drains, which discharge to the Rio Hondo and San Gabriel River channels and help alleviate flooding. The City's six grade-separated railroad crossings are equipped with underpass pumps to divert flood water to storm drains. The annual probability of flooding is considered low, but the City's Hazard Mitigation Plan notes that the City has experienced flood episodes through its history. Urban flooding resulting from severe weather is considered possible in isolated portions of the City.

Water Resources

Water supplies for the San Gabriel Valley come from three main sources: local rainfall, reclaimed water, and imported sources. The San Gabriel Valley water supply is derived through an intertwined network, which involves the transport, percolation, storage, and conveyance of imported sources, surface flows, and groundwater. Groundwater basins are the primary means for water storage in the

Flood Control Channels

El Monte is encircled by flood control channels built by the Army Corps of Engineers that provide a high degree of safeguarding against flooding.

region and are recharged through natural soil percolation, as well as through engineered spreading grounds.

El Monte's drinking water meets state and federal quality standards. However, the San Gabriel Water Basin still has five contaminated plumes. This contamination has resulted in the closure of several wells. As described later under hazards, the federal and California environmental protection agencies have designated this site as a federal Superfund site. A consortium of agencies, under the coordination of the San Gabriel Basin Water Quality Authority, is coordinating cleanup activities.

El Monte's water quality is also affected by other sources of pollution from nonpoint sources, in particular urban runoff. Urban runoff drains from roads, sidewalks, roofed structures, parking lots, industrial sites, etc. Rain and/or irrigation can wash away the materials on top of these surfaces—oil, grease, pesticides, metals, bacteria, toxic chemicals from automobiles or industrial processes, garbage, and many other contaminants. These pollutants sink into regional water recharge facilities and percolate into the groundwater.

To reduce the amount and concentration of pollutants entering the rivers, the Regional Water Quality Control Board (RWQCB) mandates that cities limit and reduce total maximum daily loads of contaminants from entering the rivers. The RWQCB implements the National Pollutant Discharge Elimination System (NPDES) goals to reduce the amount of stormwater runoff. Under the NPDES Stormwater Permit issued to Los Angeles County and its co-permittees, the City is required to implement local programs to reduce urban runoff.

The Public Works Department enforces NPDES requirements in the EMMC. The City requires most new development projects to incorporate best management practices that minimize pollutant levels in runoff and the total amount of runoff from their projects. The City is also actively involved in educating businesses, residents, schools, and other entities regarding the importance of proper disposal of waste to prevent urban runoff into the Rio Hondo River, San Gabriel River, and other inlets.

Hansen Quarry

Hanson Quarry, located north of El Monte, is a spent quarry that serves as water spreading grounds and protection against inundation.

Defining Our Future Role in Watershed Management

The Rio Hondo River and San Gabriel River watersheds offer untapped opportunity to enhance beneficial uses of the rivers. Peck Water Conservation Park has been developed for water recharge and park use, but its potential is not fully realized. Its 100-acre lake can enhance compliance with regional stormwater management and provide recreational water uses. Enhancement and restoration of its natural habitat can provide nesting sites for the more than 300 bird species at the park. Restoring this unique park will require bold leadership and multi-jurisdictional cooperation.

El Monte has taken a leadership role in the development of the Emerald Necklace Accord, which has been signed by 10 participating agencies. The accord affirms the Rio Hondo and San Gabriel watershed as a precious, invaluable recreational and environmental resource. The accord commits agencies to foster greater dialog and work together to develop a sustainable vision for the rivers through a coordinated plan for the preservation of open space in the watershed for the purposes of recreation, environmental education, development and enhancement of trails, native habitat conservation and restoration, and protection of water resources.

The following goal statement and policies will take years to accomplish. Yet they clearly articulate El Monte's watershed management ethic that will restore El Monte's unique natural heritage and implement the City's vision for a healthy watershed for generations to come.

Goal PHS-2

A healthy and safe watershed exemplified by the implementation of flood control measures, protection of water resources, and the restoration of the beneficial uses of the San Gabriel and Rio Hondo Rivers watersheds.

Policies

PHS-2.1 **Flooding.** Work with local, regional, state and federal agencies to implement updated flood control measures, encourage regular maintenance and monitoring of flood control channels, and maintain excellent state-of-emergency preparedness.

PHS-2.2 **Water Quality.** Improve in-stream water quality through best management practices to meet or exceed Regional Water Quality Control Board standards and National Pollutant Discharge Elimination Systems permitting requirements.

PHS-2.3 **Water Resource.** Continue to ensure water resource protection through the cleanup of the El Monte Superfund site, cleaning of waters within and entering into the Peck Water Conservation Park, and activities to reduce nonpoint resource pollutants.

PHS-2.4 **Habitat Restoration.** Restore the quality, quantity, and connectivity of habitat and natural open areas in El Monte with watershed best management practices and restoration of stream channels wherever feasible.

PHS-2.5 **Green Infrastructure.** Implement green infrastructure projects (e.g., greenways, community forest, linear parks, vegetated swales, miniparks) to help filter stormwater runoff, improve water resources, and restore the health of our watershed.

PHS-2.6 **Public Education.** Establish and promote public awareness and stewardship campaigns that educate the public about its role in improving water quality, health of the watershed, and El Monte's natural and urban environment.

PHS-2.7 **Emerald Necklace Accord.** Participate in the Emerald Necklace Accord for the purposes of recreation, environmental education, development and enhancement of trails, native habitat conservation and restoration, water protection, and protection of water resources.

AIR QUALITY

Since passage of the federal Clean Air Act (CAA) in 1970, we have become increasingly concerned about the quality of the air we breathe. For many years prior to the Clean Air Act, El Monte residents observed the brownish haze that obscured views of the San Gabriel Mountains and made it more difficult to breathe during outdoor exercise. In other areas of the City, pollution from nearby industries raised concern as well. Although San Gabriel Valley's air quality has improved since then, air quality remains a concern of El Monte residents, particularly for children and seniors.

Air Quality Setting

El Monte is located within the South Coast Air Basin, a coastal plain with connecting broad valleys and low hills. The region lies in the semi-permanent high-pressure zone of the eastern Pacific. The San Gabriel Valley has frequent periods of extremely hot weather and occasional periods of winter storms, or Santa Ana wind conditions. Although the basin has a semiarid haze, the presence of a shallow marine layer, low average wind speeds, and frequent temperature inversions limit the dispersion of air pollutants. In the San Gabriel Valley, the combination of low wind speeds and low-level inversions produces the greatest pollutant concentrations.

Air pollution consists of different components. Ozone is produced when pollutants from cars, power plants, industrial activities, and other sources react with sunlight. Particulate matter is produced by combustion from motor vehicles, forest fires, and industrial processes. Carbon monoxide is produced by vehicle emissions and other industrial processes. Sulfur dioxide is emitted from power plants and industrial processes that burn sulfur-containing fuels like coal and oil. Lead, produced by leaded gasoline before state and federal automobile emission standards, often originates from utility plants.

Why care about air pollution? All of us live with air pollution today. Many people experience some kind of air pollution–related symptoms such as watery eyes, coughing, or wheezing. Even for healthy people, polluted air can cause respiratory irritation or breathing difficulties during outdoor activities. However, we now understand that unhealthful air has been linked to a number of chronic health conditions, including diminished lung capacity, higher frequency of asthma, and

lower immune responses. In extreme cases, air pollution has been linked to cancer and shortened lifespan for people exposed to certain pollutants.

Air Quality Hazards

As an urbanized community, El Monte is surrounded by various industries that produce air pollutants that affect residents and business. This section describes some of the primary sources of air pollution, while the following section describes the regulatory framework.

Mobile Sources of Pollution

Mobile sources produce approximately 80 percent of all air pollutants in the South Coast Air Basin. These include automobiles, trucks, airports, railroads, and buses. El Monte is well served by roads, freeways, rail and airport, and air pollution from mobile sources is a critical concern for the El Monte community. Some of the greatest sources of pollutants are particulate matter, produced by combustion from motor vehicles (particularly diesel) and carbon monoxide, also produced by vehicle emissions. Such pollutants are associated with respiratory ailments and diminished lung functioning.

Stationary Sources of Pollution

Stationary sources (e.g., manufacturers, quarries) can also produce a wide variety of pollutants. The Environmental Protection Agency (EPA) tracks toxic chemical releases and waste management activities reported annually by certain industries and federal facilities. Two dozen businesses in El Monte emit a wide array of regulated pollutants, including chromium, nickel, lead, copper, phenol, zinc compounds, and others. These include manufacturers (e.g., chrome platers, landfills, dry cleaners) and various other smaller yet important sources of air emissions.

Specific Industries and Mobile Sources

El Monte is also situated near several unique stationary sources of air emissions. Surrounding El Monte are the Puente Hills and Montebello landfills, which are known to emit large quantities of methane, carbon dioxide, and other gases. El Monte is also home to several heavy industrial companies and manufacturers that contribute to air pollution. Some industries produce chromium, lead, copper, and other

pollutants known to have adverse health effects. In addition, gravel quarries are located to the north of El Monte in the City of Irwindale. Residents have long expressed concern over the unknown long-term impacts of silica and dust.

Regulatory Framework

The CAA sets national ambient air quality standards (NAAQS) for six pollutants: carbon monoxide, ozone, particulates, nitrogen oxides, sulfur dioxide, and lead. The CAA requires designated agencies in any region of the nation not meeting NAAQS to prepare a plan to bring the area into compliance with all national standards. In the Basin, the designated agency is the South Coast Air Quality Management District (SCAQMD).

In 1988, the California Legislature enacted the California Clean Air Act (CCAA). This act established a legal mandate to achieve health-based state air quality standards, which are more health protective than national standards, at the earliest practical date. The CCAA requires regional emissions to be reduced by 5 percent or more per year (or 15 percent or more in a three-year period) until attainment is demonstrated. Each region that did not meet a national or state air quality standard was required to prepare a plan to achieve the 5 percent reduction.

The SCAQMD is in charge of developing the regional air quality plan, with input from the Southern California Association of Governments (SCAG). The SCAQMD is responsible for the overall development and implementation of the air quality management plan that covers the South Coast Air Basin. The SCAQMD also regulates certain stationary sources of pollution. The California Air Resources Board (CARB) regulates mobile sources of air pollutions through state and federal emission regulations.

The CARB is also responsible for identifying, studying, and assessing the risks of various toxic air contaminants known to cause cancer or other serious health effects. The CARB has completed health risk assessments of certain businesses, such as chrome platers, dry cleaners, rail yards, large gas stations, warehouse distribution centers, and freeways. The CARB has also issued recommendations for minimum distances between sensitive land uses and these pollution sources.

Who is Responsible for Ensuring Clean Air?

The federal EPA establishes national air quality standards, enforces the Clean Air Act, and regulates certain emission sources. The State EPA implements the California Clean Air Act and establishes state air quality standards and monitoring mobile sources of pollution.

The South Coast Air Quality Management District monitors air quality and develops programs to attain air quality standards from stationary emission

The State of California and the federal government have established stringent air quality standards for certain air pollutants—ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, and lead. The state has also set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect public health and welfare within a reasonable margin of safety. The South Coast Air Basin is in compliance with federal air quality standards for sulfur dioxide and lead, but not for other air pollutants.

Local Programs

The City recognizes that clean and healthful air quality is of fundamental importance to our health and quality of life. The City is committed to ensuring healthful air by reducing or eliminating land use conflicts, making changes to the natural environment, implementing transportation demand management programs, and cooperating with other communities to reduce air pollution and ensure that regulators address issues of local concern.

Land Use

The location and placement of sensitive land uses are not regulated by regional, state, or federal agencies. Thus, the City must take a leadership role. CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* provides siting criteria for sensitive land uses. This guide recommends specific distances between residential uses and high volume roadways, distribution centers, chrome platers and heavy manufacturers, dry cleaners using certain chemicals, and large-volume gas stations. The City will utilize guidelines to assess the potential health risks of certain land uses and mitigations required.

Clean-Burning Fuels

The City is committed to promoting alternative fuels and transportation demand programs to meet SCAQMD air quality improvement goals. El Monte implements specific programs to reduce air pollution from mobile sources, particularly transit. The City currently operates a fleet of 21 vehicles that run on compressed natural gas rather than fossil fuels and 14 hybrid-electric vehicles. El Monte also requires its refuse haulers to operate vehicles that use compressed

natural gas or liquefied natural gas, dual fuel vehicles, or other alternative fuel vehicles with similar emission performance standards.

Natural Landscape

A recent study from UCLA's Institute of the Environment indicates that many contaminants that impact water quality are initially airborne. Leafy tree canopies intercept some of these contaminants, preventing them from ever reaching our water resources. Additionally, plants and trees can absorb carbon dioxide and other pollutants and offset high emissions from high traffic routes, such as freeways. The Parks and Recreation Element commits the City to initiating a reforesting program to reclaim El Monte's heritage as a wooded place between the rivers, providing air quality benefits at the same time.

Goal PHS-3

Clean and healthful air through the implementation of responsive land use practices, enhancement to the natural landscape, pollution reduction strategies, and cooperation with regional agencies.

Policies

PHS-3.1 **Land Use.** As a condition for siting or expanding operations in El Monte, require air pollution emitters to evaluate and fully mitigate the impacts of their operations on schools, homes, medical facilities, child care centers, and other sensitive receptors.

PHS-3.2 **Sensitive Receptors.** Utilize CARB recommendations to evaluate the siting of dry cleaners, chrome platers, large gas stations, freeways, and other high pollutant sources near residences, health care facilities, schools, and other sensitive land uses.

PHS-3.3 **Community Forest.** As prescribed in the Parks and Recreation Element, enhance the City's community forest by planting trees along all roadways as a means to help filter air pollutants, clean the air, and provide other health benefits to the community.

PHS-3.4 **Transportation.** Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, and creating a network of multiuse trails and bicycle paths.

PHS-3.5 **Regional Coordination.** Work cooperatively with cities through the San Gabriel Valley Council of Governments to address inter-jurisdictional and regional issues of air quality, including mobile and stationary sources of air pollution.

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

PHS-3.7 **Quarries.** Work through regional entities to advocate for the continued monitoring of the quarries, development of technologies for measuring air emissions, and the institution of appropriate mitigation if risks are found.

TRANSPORTATION SAFETY

The City of El Monte has a multifaceted transportation network consisting of streets, freeways, rail lines, and bicycle and pedestrian routes that provide a range of choices for residents and businesses. While providing a high level of mobility, these systems also pose potential safety risks to residents, visitors, and the local workforce.

Railroad Safety

Baldwin Avenue Grade Separation

The most recent grade separation was completed in 2015.

The City of El Monte has a long history of involvement with railroads, dating back to the 1870s when Southern Pacific built its first line through El Monte. In 1907, the first Red Cars traveled along Ramona Avenue connecting the area to Downtown Los Angeles. Today, the City is home to several railroad lines that cross through the community and provide freight and passenger service to residents, business, and commuters. Although railroads create enhanced transportation options for El Monte, they can also create significant safety concerns for pedestrians and motor vehicles crossing railroad rights-of-way.

The Alameda Corridor East (ACE) Project is a program to improve railroad access from the Port of Long Beach to Los Angeles and the Inland Empire. Over the past decades, six grade separation projects have been completed in El Monte, with the most recent being Baldwin Avenue, which was completed in 2015. However, five at-grade crossings remain. Although no railroad accidents have occurred to date, a significant increase in rail activity presents a potential safety concern. The City continues to work with the ACE to improve safety by creating grade-separated rail crossings and integrating roadway-rail traffic control systems and roadway traffic management systems that will provide better warning of trains.

Street and Pedestrian Safety

El Monte is largely defined by its extensive roadway network: more than 151 miles of roadways cross the community. The abundance of roads and various right-of-way alignments make vehicle travel the most common form of transportation and greatest safety concern. From 2013 to 2017, approximately 3,041 auto collisions occurred within the City of El Monte, of which 1,081 collisions resulted in complaint of pain and 80 collisions (or approximately 3 percent) were fatal and severe injuries. Signalized intersections experienced the most collisions

followed by mid-block locations and non-signalized intersections had the lowest collisions.

The City of El Monte Police Department is responsible for patrolling roadways and enforcing traffic safety laws. The department also makes presentations to improve street safety. The City's Traffic Committee, made up of City department representatives, is also responsible for touring the City on a periodic basis to evaluate requests for traffic control enhancements (e.g., stop signs, red curbs, speed bumps), meet with various stakeholders and the public, and recommend public safety improvements.

El Monte is committed to reducing the frequency and severity of pedestrian accidents. In 2012, the City was awarded the Federal Safe Routes to School (SRTS) Cycle II Grant. The federal SRTS programs provide opportunities to communities to improve public safety and increase the number of children walking and bicycling to school through public improvements, education and collaboration with stakeholders. City Staff, in collaboration with the School Districts, identified key pedestrian and bicycle routes within close proximity to the Parkview, Wilkerson, Cherry Lee and Gidley Elementary Schools. Project enhancements were completed in 2018 and included: augmenting accessible pathways to comply with ADA guidelines, installation of new sidewalks, modifying curb ramps, signage and striping, and installation of a new storm water treatment system. The project also integrated traffic calming designs that encourage good motorist and pedestrian behavior around school zones such as bulb-outs with ADA pedestrian ramps that allows the narrowing of the crossing distance at an intersection.

In 2021, the City conducted a Sidewalk Inventory Report that provides a complete inventory and assessment of the City's sidewalks. The Sidewalk Inventory Report resulted with a web-based GIS application database of the City's sidewalk network, which identifies the location and condition of sidewalks and provides the capabilities to process and analyze the recorded data to actively manage, track and update ongoing sidewalk and curb ramp maintenance programs/conditions. In addition, strategies for prioritizing sidewalk repairs and monitoring progress are also included.

The City is also engaged in the El Monte Vision Zero project which considers the safety needs of all modes of transportation throughout the City. By analyzing the activities of vehicles, pedestrians, and

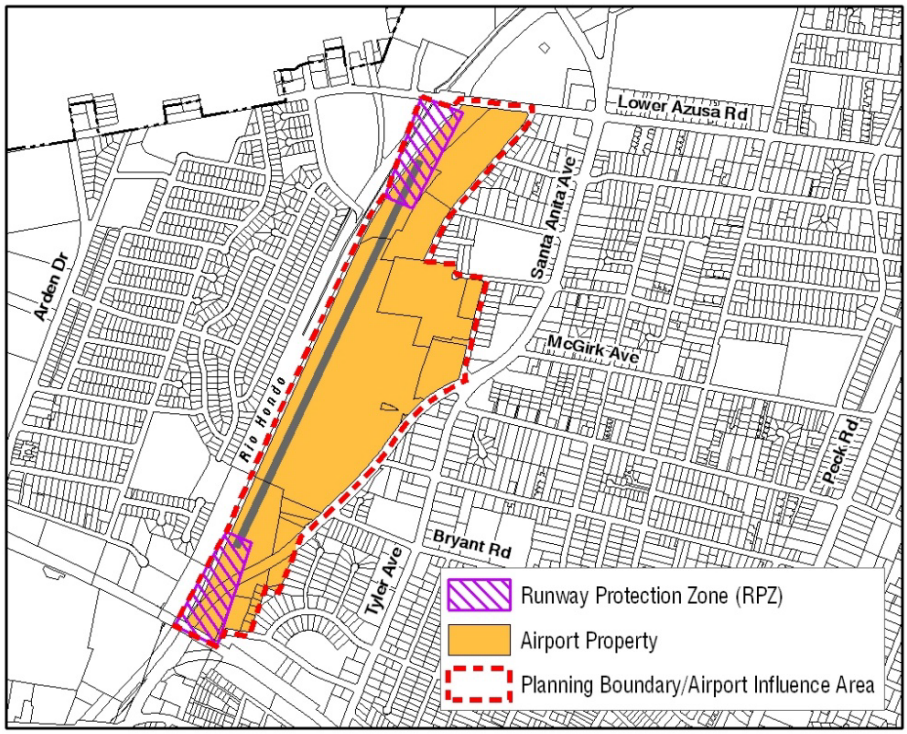
bicyclists, recommendations for improvements to the City's overall transportation safety can be realized. In turn, future changes and improvements for safety will benefit travelers with limited mobility and encourage the use of various transportation modes. The El Monte Vison Zero project is anticipated to be adopted by 2022.

Airport Safety

The San Gabriel Airport (formerly the El Monte Airport) is adjacent to the Rio Hondo River and Santa Anita Avenue. The Los Angeles County Airport Land Use Commission has established runway protection zones on either end of the airport, the areas most likely to experience an airplane crash. Within this zone, the Federal Aviation Administration recommends restrictions to development height and type, events that gather people, or activities that could cause or contribute to damages of airplane crashes. The runway protection zones do not extend outside the airport property; therefore, it is not anticipated that land uses would conflict with ongoing aviation operations.

San Gabriel Valley Airport

The San Gabriel Valley Airport Runway Protection Zone runs parallel to the northerly and southerly portions of the runway, ending generally at the property line abutting the airport.



The following goal and policies are intended to ensure safe and efficient travel to work, school, home, and other local destinations.

Goal PHS-4

Adequate protection and safety from the hazards of airway, roadway, and railroad through a balance of land use patterns, project design, improved technology, capital improvements, public education, and law enforcement.

Policies

PHS-4.1 **Railroad Safety.** Maximize the safety of railroads in the community by pursuing grade-separated crossing as the first priority for reducing street and railroad conflicts; second, by pursuing Jump-Start projects; and third, by use of other technology.

PHS-4.2 **Pedestrian Safety.** Enhance pedestrian safety by completing sidewalks, identifying areas for crosswalks and signaling, and prioritizing the funding, construction, and maintenance of safe routes to schools, parks, and public facilities.

PHS-4.3 **Bicyclist Safety.** Improve bicycle safety by creating well-defined bicycle lanes, working with the school districts to educate children about safe cycling practices, and providing information about safe routes to school.

PHS-4.4 **Streetscape Design.** Develop detailed standards and guidelines for the treatment of public streetscapes to improve safety and walkability. Recommendations should address street trees, street lighting, street furniture, traffic calming, and related items.

PHS-4.5 **Traffic Safety.** Improve traffic safety on City streets through the use of advanced technology, signal timing, remote sensoring at critical intersections, and more frequent sweeps for drivers operating vehicles while under the influence of substances.

PHS-4.6 **Traffic Safety Committee.** Enhance the role and membership of the Traffic Safety Committee to include public, private, and neighborhood groups to facilitate innovative and proven solutions to reduce the incidence of accidents for all transportation modes.

PHS-4.7 **Airport Safety.** Maintain runway protection zones identical to the FAA's zone and prohibit land uses, structures, intensification of current land uses, or other activities within that zone that could present potential hazard concerns under FAA guidelines.

HAZARDOUS MATERIALS AND WASTE

Hazardous material is material that, because of its quality, concentration, or physical/chemical characteristics, poses a potential significant hazard to human health or the environment. Hazardous materials include waste labeled as toxic, poisonous, corrosive, flammable, combustible, or irritant. These materials require special methods of storage and treatment; improper disposal or handling harms people and pollutes the ground, water, and air.

Industry

The City of El Monte is home to industries that use large amounts of hazardous materials that pose threats to public health. The EPA identifies more than 20 businesses that are known to release toxic chemicals via air emissions, surface water discharges, releases to land, underground injections, and transfers to off-site locations. The EPA monitors these industrial facilities to ensure that their annual emission concentrations and limits are not exceeded, to protect the health and safety of residents.

Many businesses use underground storage tanks for hazardous materials such as gasoline, solvents, oil, and other chemicals. According to the EPA, 18 leaking underground fuel tanks are located in El Monte and 37 underground storage tank sites are on the Spills, Leaks, Investigations and Cleanups list, which includes aboveground storage tank sites where soil or groundwater contamination has occurred. Safe handling, storage, transportation, and disposal of hazardous materials and wastes are critical.

The County Fire Department administers the Hazardous Waste Generator Program, Hazardous Materials Release Response Plans and Inventory, California Accidental Release Prevention Program (CalARP), and Storage Tank Programs. The department also permits and inspects businesses that handle, treat, transport, and dispose of hazardous wastes and provides 24-hour emergency response to hazardous materials incidents. The department administers and enforces the CalARP Program to ensure that high-risk facilities and substances implement appropriate risk management plans.

Hazardous materials pass through El Monte on local freeways (I-10 and I-605), rail lines, and various major arterials. The City does not have the authority to regulate the transport of hazardous materials.

Instead, the U.S. Department of Transportation and the EPA set standards for transporters of hazardous waste, and the State of California regulates the transportation of hazardous waste. Transporters are required to display warning placards to comply with various state and federal regulations.

Superfund Site

Groundwater contamination has long been an issue for the San Gabriel Valley. The San Gabriel Basin groundwater is presently contaminated from the disposal of synthetic organic compounds used primarily as solvents in industrial and commercial activities. The EPA has therefore designated portions of the San Gabriel Basin, including El Monte, as federal Superfund sites for cleanup and remediation. The EPA has established the El Monte Operable Unit (EMOU) covering affected areas in El Monte and has prepared a specific plan of preferred methods for treating groundwater.

The EMOU investigation phase is complete and remedial objectives are specified in an EPA Interim Record of Decision. This operable unit is characterized by volatile organic compound (VOC) contamination in the shallow zone that is mostly contained in the upper 100 feet of the aquifer. Limited amounts of VOC contamination and perchlorate have migrated into the deeper drinking water supplies. Additional toxic contaminants have been found, including hexavalent chromium, nitrosodimythlamine, N-nitrosodimethylamine, and dioxane.

The San Gabriel Basin Water Quality Authority is responsible to develop, finance, and implement groundwater treatment programs in the Basin. The WQA prepares an annual Basin Groundwater Quality Management and Remediation Plan consistent with the EPA's National Contingency Plan, Records of Decision, and requirements of the Regional Water Quality Control Board. The WQA is working with the EPA, water purveyors, and potentially responsible parties to facilitate the cleanup of groundwater contamination in the most expedited manner possible.

The City of El Monte is committed to ensuring safe and healthful water despite these contaminants. As required by state law, the City regularly monitors the quality of its drinking water supply and it currently meets or exceeds all water quality standards promulgated by the state and federal government. The City also conducts monthly water quality

testing to ensure that the water supply remains safe. The City has adequate plans in place to identify any contaminants and remedy the situation.

Figure PHS-3, following the goals and policies, shows the location of the El Monte Superfund site, the primary contaminants involved, and the general extent of contamination. More specific information on the precise location, type, and extent of groundwater contamination and remedial measures can be obtained from the San Gabriel Basin Water Quality Authority and the California Environmental Protection Agency.

Managing the production, transport, and disposal of hazardous materials is critical to ensure a safe living environment. As our history evidences, the City recognizes that proper management of hazardous materials and wastes is essential to ensure clean air and healthful water, human health, and a clean environment. Working in partnership with other government entities, the City is committed to ensuring a clean environment through responsive land use policies, expediting the full cleanup of contaminated sites, and taking necessary measures in hazardous waste management and planning to minimize the risks associated with man-made disasters.

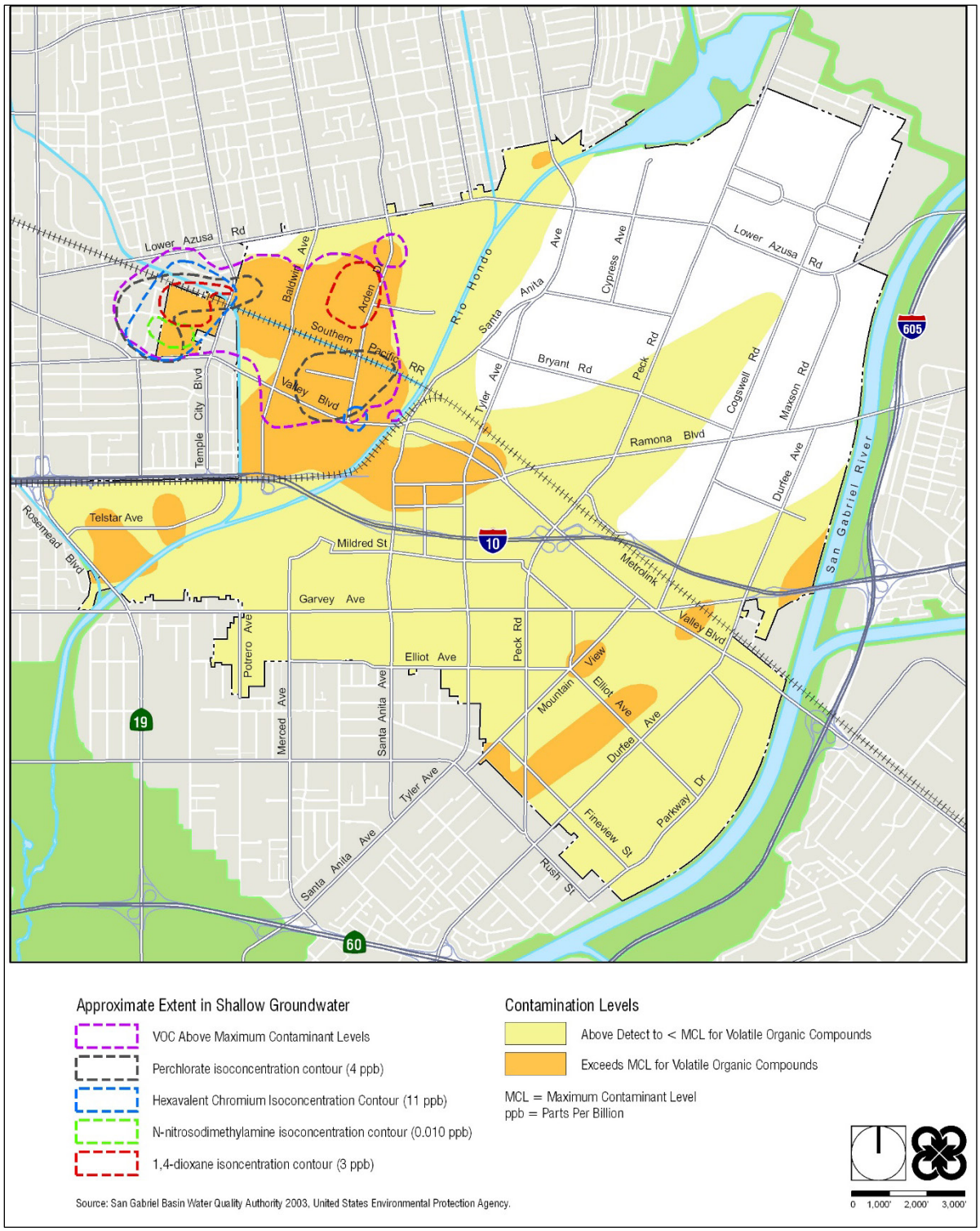


Figure PHS-3 Superfund Hazard

Goal PHS-5

A safe and healthy environment that minimizes the public health risks and threats posed by hazardous materials and wastes.

Policies

PHS-5.1 **Superfund.** Proactively work with the San Gabriel Water Quality Authority, EPA, and state and federal agencies to expedite the full cleanup of the El Monte Operable Unit.

PHS-5.2 **Land Uses.** Require businesses that store, generate, use, or transport large or toxic quantities of hazardous materials or wastes to comply with county fire department standards.

PHS-5.3 **Household Hazardous Waste.** Encourage the proper reduction of household hazardous waste and disposal through comprehensive public education, recycling efforts, and collection programs.

PHS-5.4 **Transportation.** Work with governmental agencies to ensure that transporters of hazardous wastes and materials follow safety guidelines and redesignate truck routes away from neighborhoods and sensitive land uses where spills may occur.

PHS-5.5 **Air Pollution.** Reduce public exposure to toxic air contaminants through appropriate land use policy, transportation strategies, and prohibition or phasing out of incompatible emission sources.

PHS-5.6 **Emergency Planning.** Continue to be prepared, through proper emergency planning activities, to respond effectively to disasters related to hazardous materials and wastes.

DISASTER PREPAREDNESS, RESPONSE, AND RECOVERY

El Monte is subject to environmental and manmade hazards that pose risks to life and property—underscoring the importance of effective emergency management. Management of emergencies and disasters consists of three phases: (1) mitigation of potential hazards and event preparedness; (2) response during or soon after the event, and (3) post-event recovery. The City participates in disaster preparedness, response, and recovery as follows.

Intergovernmental Coordination

Emergency response requires coordination of many agencies, including medical, health, fire and rescue, police, and public works. Thus, intergovernmental coordination is essential. The Federal Emergency Management Agency (FEMA) is charged to provide assistance in federally declared disasters. At the state level, the California Office of Emergency Services (OES) performs similar services on a smaller scale by assisting cities in emergency preparedness, response and recovery efforts, public information, and coordination of the statewide mutual aid system.

The Los Angeles County Office of Emergency Management (OEM) is the lead agency for the "Operational Area," which includes all includes all independent cities and special districts in Los Angeles County. As the Operation Area Coordinator, the OEM employs a set of policies, procedures, and practices to ensure an effective response to a wide array of emergencies, with the most obvious emergency being earthquakes. However, the OEM also is equipped to respond to local and regional emergencies driven by climate change – namely wildfires, drought, heat waves, vector-borne public health emergencies, sea level rise, and urban flooding.

The OEM works with County departments, cities, and partner agencies to increase the capability of the region to mitigate, prepare for, respond to, and recover from all hazards impacting the County, including those exacerbated by climate change. Since the OEM functions as the hub for all activities, they are also responsible for initiating mutual aid services. The City of El Monte participates in mutual aid agreements with other public agencies to meet demands for emergency services, hospital needs, and even protection from terrorism. As the impacts of climate change continue to increase, El Monte and other cities will be more reliant on the leadership of the OEM.

Critical and Essential Facilities and Lifelines

Certain facilities are critical in disaster planning and recovery efforts. Lifelines are services critical to a city's health, safety, and functioning, such as water, sewer, energy, communications, transportation (highways, bridges, railroads, and airports). Essential facilities include police and fire stations, emergency operations centers, generators, communications centers, substations, water supply and transmission infrastructure, and other facilities needed during and after an emergency. The City's emergency operations center is located at City Hall.

Three major hospitals would serve El Monte residents during a disaster. The Greater El Monte Community Hospital is a 117-bed facility with an emergency room just south of the City's border in South El Monte. Arcadia Methodist Hospital is a 450-bed medical facility just minutes north of El Monte. Kaiser Permanente's Baldwin Park Medical Campus is a 172-bed medical facility just east of the City near the juncture of the I-10 and I-605 freeways. The nearest trauma center is Huntington Memorial Hospital, located approximately ten miles northwest of El Monte.

Community Partners

The American Red Cross provides emergency response support to El Monte for situations ranging from a single residential fire to community-wide disaster relief. The Red Cross has an area disaster action team coordinator who responds to emergencies within an hour of notification to estimate the damage and the need for further relief. The Red Cross assists with evacuations, works with school districts to assess damage, provides shelter for families left homeless by a disaster, and provides referrals to affected households that need further assistance from state and federal agencies.

Emergency Planning and Preparedness

The City of El Monte's Emergency Operations Center (EOC) plays a key role in disaster preparedness, response, and recovery activities in the community. The EOC at City Hall is responsible to coordinate emergency response efforts. The Office prepares and updates its natural hazards mitigation plan, which identifies the most prominent threat of natural hazards in El Monte, provides protocols and operations to be followed by City agencies and hazard mitigation plans, addresses and delegates responsibility from local to national government, divides operations procedures into various stages of preparedness and response, and provides appropriate evacuation routes. The contents correspond to the state's Standardized Emergency Management System Multi-Hazard Functional Plan (SEMS).

In the event of an emergency requiring evacuation, El Monte residents would have multiple options through the existing City and regional transportation system. The City is served by the I-605 freeway running north-south and the I-10 freeway running east-west. Major arterial highways include Ramona Boulevard running east; Lower Azusa Road and Valley Boulevard running east-west; Garvey Avenue running west; Baldwin Avenue running north; Santa Anita Avenue and Peck Road running north-south; and Durfee Avenue running south. This road network provides multiple routes for access for emergency equipment and the evacuation of residents during disasters. The City is also well served by transit. Transit evacuations are coordinated through the Los Angeles County Sheriff's Department and the California Highway Patrol. In addition, if needed, the City will reach out to the County EOC through the Operational Area Response and Recovery System to request for transit services and buses for evacuation. In the event of an emergency requiring evacuation, the City is prepared to provide instructions to residents through the City's website, social media platforms, and through a push-notification alert system to instruct individuals on which roadways should be used. Routes would vary based on the type of emergency and the area affected.

Figure PHS-4 summarizes the emergency planning infrastructure in El Monte, and shows the major evacuation routes and critical facilities.

Figure PHS-4 Emergency Infrastructure

Hazard Mitigation

The City of El Monte adopts an updated Hazard Mitigation Plan (HMP) every five years. The purpose of the HMP is to minimize the impact of major hazard events on the community and to maintain eligibility for future hazard mitigation funding from the Federal Emergency Management Agency (FEMA). The HMP includes a risk assessment which details potential natural hazards relevant to El Monte and the probability of their occurrence. Additionally, it outlines a mitigation strategy which details the approach the City should take for mitigating the risk of the identified hazards. The mitigation strategy identifies responsible departments, timelines, and priorities. The HMP adopted in 2017 identified five hazards that pose significant threats to the City: earthquakes, flooding, windstorm, dam failure, and drought. For each hazard area, the HMP includes information on the history, hazard causes, hazard characteristics, and hazard assessment.

The HMP provides valuable information to understand potential climate change vulnerability, since climate change impacts tend to exacerbate existing vulnerabilities. However, it does not specifically address climate change. As such, the 2021 Public Health and Safety Element technical update provides the climate vulnerability assessment and adaptation policies required by state law, and incorporates the latest version of the HMP into the General Plan by reference.

Goal PHS-7

Proper planning for the threat of manmade and natural hazards so as to minimize, to the greatest extent possible, the risk to life, limb, property, and essential facilities through emergency preparedness, recovery, and response.

Policies

PHS-7.1 **Mutual Aid.** Continue to participate in mutual and automatic aid agreements for the provision of fire, law enforcement, medical response, public works, mass care, and other assistance.

PHS-7.2 **Essential Facilities.** Ensure, to the fullest extent feasible, that essential structures, facilities, and lifeline services remain safe, structurally sound, and fully functional.

PHS-7.3 **Multi-jurisdictional Efforts.** Coordinate disaster preparedness and recovery with local, state, and federal governmental agencies to ensure cooperative police and fire assistance from other governmental entities during emergencies.

PHS-7.4 **Citizen Training.** Prepare residents and business to effectively respond to emergencies by conducting public outreach and educational efforts such as CERT (Community Emergency Response Team) and other efforts.

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

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

PHS-7.6 **Emergency Response Team.** Continue to maintain and update the City's emergency response organization, consisting of representatives from all City departments, local quasi-governmental agencies, private businesses, citizens, and other community partners involved in critical or community services.

PHS-7.7 **Disaster Simulation.** Periodically simulate response to disasters, concentrating on interagency coordination and communication to ensure efficient response with minimal delay and service overlap.

PHS-7.8 **Emergency Services Office.** Dedicate full-time coordinator responsible to implement emergency operations, disaster coordination plans, and other employee safety measures.

CLIMATE CHANGE VULNERABILITY AND ADAPTATION

A requirement to address climate change in Public Health and Safety Elements was added through Senate Bill 379 in 2015, which specifies that local jurisdictions conduct a vulnerability assessment to identify the risks of climate change, and develop a set of goals, policies, and objectives to address the identified risks. To meet this requirement, the City relied on the analysis included in the Southern California Adaptation Planning Guide (SoCal APG) prepared by the Southern California Association of Governments (SCAG, 2020), the Los Angeles Region Report prepared as a part of California's Fourth Climate Change Assessment, the City of El Monte 2017 Hazard Mitigation Plan (HMP), and the Climate Vulnerability Assessment (CVA) currently being prepared by the County of Los Angeles.

According to "California's Fourth Climate Change Assessment" developed by the State of California, continued climate change will have a severe impact on California. Increased temperatures, drought, wildfires, and sea level rise are several of the main concerns related to climate change. Other impacts anticipated from climate change include food insecurity, increases in vector-borne diseases, degradation of air quality, reduced ability to enjoy outdoors, and potential economic impacts due to uncertainty and changing conditions.

Climate change disproportionately affects those with existing disadvantages. Low-income communities and communities of color often live in areas with conditions that expose them to more severe hazards, such as higher temperatures and worse air quality. These communities also have fewer financial resources to adapt to these hazards or to repair damaged structures after a hazard event. For example, low-income populations may not have air conditioning, or may reduce usage out of concerns about cost. Outdoor workers, individuals with mobility constraints, and sensitive populations such as the very young, elderly, and poor, as well as those with chronic health conditions, are particularly at risk to climate change hazards.

The Southern California Climate Adaptation Guide (SoCal APG) prepared by the Southern California Association of Governments (SCAG) in 2020, and the Climate Vulnerability Assessment prepared by Los Angeles County in 2021, are valuable resources for assessing the City's vulnerability and identifying policies and actions to adapt to changing conditions and build resiliency. The SoCal APG describes the

range of climate change hazards the SCAG region is likely to face in the coming decades, describes adaptation principles geared to the region, and outlines a general process of adaptation planning. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. The County of Los Angeles Climate Vulnerability Assessment (CVA) addresses both physical infrastructure and social vulnerabilities. In summary, the CVA:

- Examines historic, current, and projected climate impacts to communities including extreme heat, wildfire, sea level rise, drought, and flooding.
- Gathers data on physical infrastructure and social vulnerabilities.
- Analyzes the potential cascading impacts between physical infrastructure and social vulnerabilities.
- Guides priorities for climate adaptation and resilience efforts, policies and programs.
- Informs public health preparedness, emergency preparedness, response planning, and community resiliency.
- Identifies equity implications, including how climate impacts and vulnerabilities are distributed across communities and sub-populations such as low-income rural neighborhoods, populations who are linguistically isolated, populations without housing, populations with limited mobility, and outdoor workers.

Table PHS-1 provides a summary of key climate hazards and anticipated impacts facing the SCAG Region, as well as their relevance to the City of El Monte.

Table PHS-1 Summary of Key Climate Hazards and Implications

Climate Change Hazard	Risk to Southern California	Implications for El Monte
Extreme Heat	The SCAG region can expect longer and hotter heat waves, with continued future warming over the region. The hottest day of the year may be up to 10 degrees Fahrenheit (F) warmer for many locations across the Los	Due to the City's high concentration of impermeable surfaces, the urban heat island effect (a condition in which cities are hotter than surrounding areas due to the amount of paving and lack of shading) may become more pronounced. The annual average maximum temperature and the number of extreme heat days (over

Climate Change Hazard	Risk to Southern California	Implications for El Monte
	Angeles (L.A.) region by late-century.	100.5 degrees F) in El Monte is projected to rise throughout the century. At a community workshop held to inform preparation of this Element, 56 percent of respondents identified extreme heat as one of the hazards they were most concerned about. In addition, of online survey responses to this question, 74 respondents (20 percent) reported having a disability that may affect the ability to access an air-conditioned space during an extreme heat emergency.
Sea-Level Rise/Coastal Flooding	Sea-level rise is increasing the risk of coastal erosion and flooding along the California coast. Roughly 1 to 2 feet of sea level rise is projected by the mid-century, and the most extreme projections lead to 8-10 feet by the end of the century.	Not directly at risk but could be impacted from regional impacts to the economic, housing and mobility systems, and reduced recreational access to beaches and coastal resources.
Wildfire	Wildfire events are projected to be considerably larger, more frequent, and more destructive by mid-century. There remains uncertainty in quantifying future changes of burned area over the L.A. region.	El Monte does not have any areas within wildfire state responsibility area (SRA) or very high fire hazard severity zones (VHFHSZs). However, residents are subject to wildfire smoke and disruption to regional systems. Of 455 survey responses to this question, 161 respondents (46 percent) reported that they experienced health complications due to poor air quality from wildfires, and individuals were unable to attend school or work, or unable to complete daily activities as a result of air quality or power outages due to wildfires.
Drought	The SCAG region can expect more intense and extended duration of droughts, leading to	Same as regional impacts. At a community workshop held to inform preparation of this Element, 17 percent of respondents identified

Climate Change Hazard	Risk to Southern California	Implications for El Monte
	longer water supply shortages. The SCAG region imports approximately 75 percent of its potable water from outside the region.	drought as one of the hazards they were most concerned about.
Air Quality	Air quality is expected to worsen with climate change due to higher ground level ozone concentrations and increased particulate matter from wildfires.	Data provided by the California Air Resources Board shows that El Monte residents are generally exposed to medium to high levels of ozone and fine particulate pollution, which could worsen similar to regional impacts.
Severe Storms/Wind	Severe storms can cause injuries or deaths, cause damage to buildings, fell trees, block roads with debris, and spark fires. Strong winds, such as the Santa Ana winds, are conducive to wildfire outbreaks.	Severe windstorms pose a significant risk to life and property in the City of El Monte by creating conditions that disrupt essential systems such as public utilities, telecommunications, and transportation routes. High winds can cause tornado-like damage to local homes and businesses in and near the community. High winds have destructive impact, especially to trees, power lines, and utility services, and increase fire risks. The City was most recently and severely impacted by windstorms in November and December 2011.
Inland Flooding	Dry and wet extremes are both expected to increase with climate change. By the late-21st century, total rainfall on the wettest day of the year is expected to increase across most of the L.A. region.	The City's HMP identifies the entire city as being at a low level of probability for urban flooding to streets and underpasses from heavy rains. However, the potential for a localized flood event still exists and may increase due to climate change.

Source: Southern California Climate Adaptation Guide, Los Angeles Region Report of California's Fourth Climate Change Assessment, City of El Monte Hazard Mitigation Plan, and County of Los Angeles Climate Vulnerability Assessment presentation of findings.

In addition, the region will face ecological impacts due to climate change. Ecosystems and wildlife will be challenged by the spread of invasive species, barriers to species migration or movement, and direct impacts. Climate change will also impact the spread of vector-borne diseases with consequences for human health. The local economy will be affected as the impacts of extreme heat, extreme weather, sea level rise, wildfire, and drought will have direct impacts on the cost and loss of critical infrastructure, real estate, human health, and productivity. It is anticipated that climate change will cause stressed supply chains and shortages of critical resources, and increased economic inequality, especially in already vulnerable populations including lower-income and marginalized communities.

Climate change impacts are interrelated, and urban areas are linked to local, regional, and global systems. When one system is affected, others may also be impacted resulting in cascading effects on other sectors that increase risks to residents' health and well-being. For example, disruptions to electricity may also impact communications, water, and transportation systems. Impacts to transportation systems may affect workforce availability, and workforce availability may limit emergency response.

Goal PHS-8

Effective adaptation to increase the community's resilience to climate change impacts.

Objective: Conduct proactive hazard and emergency preparedness planning

Policies

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

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

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

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

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

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

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

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

a. Locate, when feasible, essential public facilities outside of at-risk areas, or identify construction methods or other methods to minimize damage if these facilities are located in at-risk areas.
b. Pursue resiliency measures which may include but are not limited to green infrastructure that reduces flooding, adaptation of stormwater systems, and tree planting for increased shade.
c. Analyze the vulnerability of transportation assets to climate change impacts

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

Objective: Effective communications and outreach

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

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

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

Table PHS-2 Climate Change Vulnerability and Adaptation Implementation Actions

Strategy/Topic	Implementation Action
Strengthen Resiliency	▪ Prepare a Climate Action Plan (CAP) that presents a set of community-generated strategies to guide the City of El Monte, its residents, and local businesses in reducing climate change impacts consistent with State goals. ▪ Integrate the results and applicable adaptive policies of the County of Los Angeles Climate Vulnerability Assessment into City planning and emergency preparedness documents where appropriate, as new information becomes available. Documents to review for periodic updates include the: emergency response plans, Hazard Mitigation Plan, Zoning Ordinance, and other applicable codes. ▪ Monitor, evaluate, and adjust plans and implementation strategies as needed as conditions change over time. ▪ Pursue grant and funding opportunities for investments that increase the resiliency and adaptive capacity of disadvantaged communities. ▪ Pursue grant and funding opportunities to provide financial assistance or reduced cost for energy retrofits or installation of other adaptation measures to help protect low-income, senior citizens, and other vulnerable residents against extreme heat events. ▪ Educate, and if possible, provide subsidies, to residential property owners to retrofit properties affected by adverse air quality with air filters, ventilation systems, landscaping or other measures. ▪ Educate residents on how to protect themselves from extreme heat and from additional climate vulnerabilities. Promote greater awareness of the impacts of extreme heat exposure on the most highly impacted populations, such as seniors, people living in poverty, those with chronic conditions, pregnant women, and young children. ▪ Collaborate with community-based organizations to develop or expand urban greening programs.
Emergency Preparedness	▪ Evaluate Los Angeles County emergency evacuation plans and refine as needed to meet local needs. Include provisions for evacuating people that have mobility constraints and identify the role of transit providers in providing evacuation assistance.

Strategy/Topic	Implementation Action
	▪ Enhance local emergency warning systems to include alerts for high-heat days, including instructions for location of resiliency hubs, shelters and self-care steps. ▪ Advocate for a state-wide ranking and notification system for extreme heat days. ▪ Encourage advanced coordination among transit operators to facilitate evacuations during emergency events, and to identify ways for individuals with restricted mobility to reach cooling centers. ▪ Coordinate with electric utilities and emergency management services to establish backup power and emergency grid shutdown protocols that protect the most vulnerable populations.

NOISE LEVELS

Like all highly urbanized areas, the City of El Monte is subject to noise from a myriad of sources. These include roadways, the airport, industry, and industry. The presence of these noise sources is particularly acute because many of the City's residential neighborhoods are located in close proximity to sources of noise. The major sources of noise in El Monte are:

Roadways

The City major arterials include Valley Boulevard, Garvey Avenue, Peck Road, and Santa Anita Avenue. Secondary Arterials include Lower Azusa Road, Ramona Avenue, Arden Drive, Tyler Avenue and Durfee Avenue. Noise from these roads is bounded by less noise sensitive commercial uses, except for homes along Lower Azusa, Peck, Tyler, and Arden. The City is also bisected by the I-10 freeway, which produces unacceptable levels of noise often exceeding 65 CNEL.

Railroads

The Southern Pacific Railroad passes through the center and northwest portion of El Monte and carries passenger and freight trains. The Union Pacific Railroad (UPRR) also contributes to noise from freight and Metrolink commuter trains. The UPRR heads northwest/southeast through the center of the City. The Metrolink line follows the I-10 freeway until the Rio Hondo River, then heads north to join UPRR.

These trains generate noise from locomotive engines and railcars often in excess of 65 CNEL.

San Gabriel Valley Airport

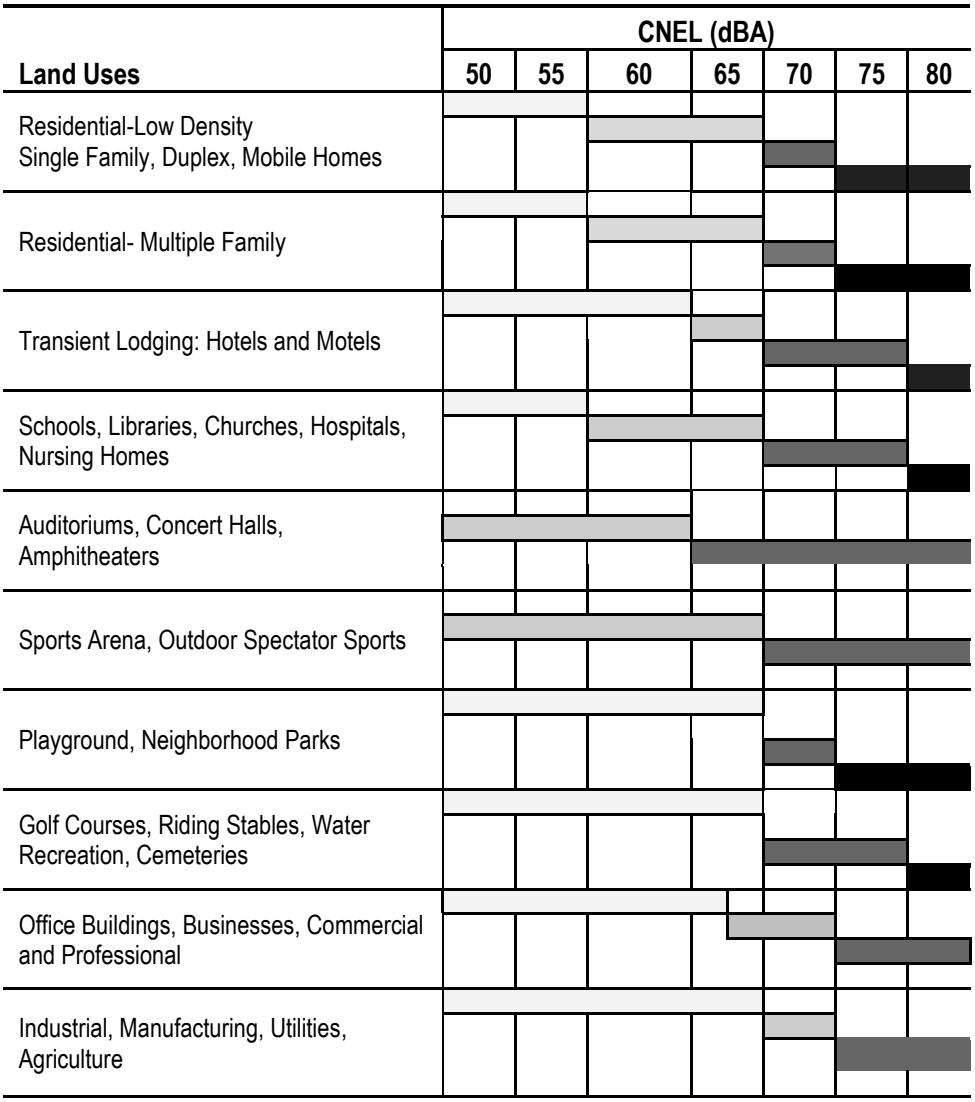
El Monte Airport is located along the Rio Hondo River in north El Monte. This general aviation airport generates noise primarily along the flight path from aircraft landings and departures. Landings and takeoffs occur to the north/south with planes generally flying east over the City. Noise from this general aviation airport, while noticeable, is less than the noise produced from jets at larger commercial airports. Generally, the 2011 General Plan found that no residential uses fall within the 65 CNEL noise contour.

Stationary Sources

Stationary noise sources include a variety of industrial uses, primarily located in the Northwest Industrial District. The primary sources of stationary noise would be from machinery used in industries, heating-ventilation-air conditioning units, generators, and other equipment. Many of these industrial uses have scaled back operations or vacated the area. Still, the level of noise from industrial uses can be significant and impact residential areas located adjacent to them, such as in Arden Village.

Primary noise sources in the City will not go away. The City will utilize the noise/land use compatibility guidelines outlined in Table PHS-3 (Noise/Land Use Compatibility Criteria) in making land use decisions. These compatibility guidelines show a range of noise standards for various land use categories. Depending on the ambient environment, these basic guidelines may be tailored for existing noise and land use characteristics. The matrix defines noise in terms of CNEL and expressed in dB that measure sound intensity. Noise levels occurring during nighttime hours are weighted more heavily than during the daytime.

Table PHS-3 Noise/Land Use Compatibility Standards



Explanatory Notes

Normally Acceptable: Specified land use is satisfactory based on the assumption that any buildings involved are of conventional construction, without special noise insulation requirements.

Conditionally Acceptable: New construction should be undertaken only after a detailed analysis of the noise reduction requirements and needed noise insulation features are included in the design.

Normally Unacceptable: New construction should be discouraged, unless a detailed analysis of noise reduction requirements is made and needed insulation features are fully included in the design.

Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: El Monte General Plan. Noise Element, Figure N-2, Noise/Land Use Compatibility Standards, 1991. Based on Governor's Office of Planning and Research. Guidelines for Preparation of Content of the Noise Element of the General Plans, 1986.

The EMMC sets forth stricter noise standards (Table PHS-4) than the State of California and is preempted by the federal government from establishing stricter noise standards. City noise standards are not to be exceeded by 10 dBA for a cumulative period of one minute in any hour, or by 15 dBA for any period of time (less than one minute in an hour). These standards do not apply to noise that is preempted by State or federal standards. The City also limits the use of power construction tools or equipment to certain timeframes, unless performing emergency work.

Table PHS-4 El Monte Land Use Guidelines for Exterior Noise

Parcel Details	Hours of Day	
	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
Single family Residential	50 dBA	45 dBA
Multiple-family Residential	55 dBA	50 dBA
Residential 150 ft from freeway	62 dBA	58 dBA
Commercial	65 dBA	60 dBA
Industrial	70 dBA	70 dBA

Source: EMMC, Title 8, Chapter 8.36, Noise Control.

The City has no direct control over noise produced by trucks, cars and trains because state and federal regulations preempt local laws. Given that the City cannot control this noise at the source, City noise programs focus on reducing the impact of transportation noise along freeways, arterial roadways, and rail corridors. Site planning, landscaping, topography and the design and construction of noise barriers will be used where feasible to minimize noise from vehicular traffic. Setbacks and buffers can also be used to achieve noise reduction. Where other noise mitigation methods are possible and feasible, the City will consider such methods.

Figure PHS-5 shows the future noise contours in El Monte that may determine the need for mitigation. The following goal and policies set the City's priorities for furthering a peaceful living environment in El Monte.

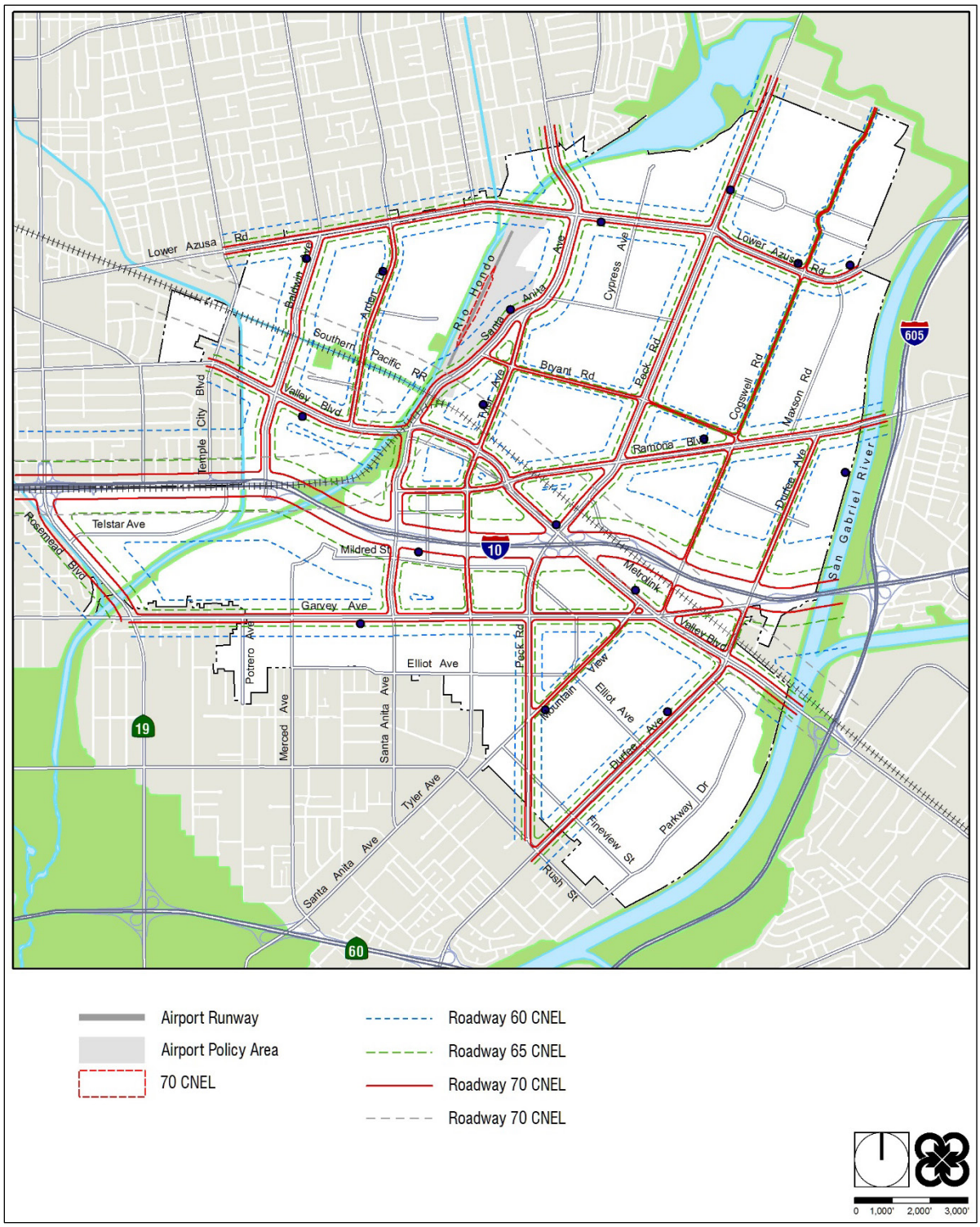


Figure PHS-5 Future Noise Contours in El Monte

Goal PHS-9

Proper planning for the threat of manmade and natural hazards so as to minimize, to the greatest extent possible, the risk to life, limb, property, and essential facilities through emergency preparedness, recovery, and response.

Policies

PHS-9.1 **Residential Neighborhoods.** Continue to enforce noise abatement and control measures in El Monte, particularly within residential neighborhoods and around noise sensitive land uses.

PHS-9.2 **Land Use Compatibility.** Require the inclusion of noise-reducing design features in development consistent with standards in PHS-1, Title 24 California Code of Regulations and the El Monte Municipal Code (EMMC).

PHS-9.3 **Site Planning.** Incorporate noise considerations into the site plan review process, particularly with regard to parking and loading areas, ingress/egress points and refuse collection areas.

PHS-9.4 **Railroad Noise.** Identify and aggressively pursue funding sources and partnerships to provide grade separations, sound walls along train routes, and technology as noise reduction measures.

PHS-9.5 **Airport Noise.** Work with Los Angeles County Airport Land Use Commission to ensure that noise generated from the airport does not unduly affect adjacent residential neighborhoods.

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