Public Review Draft
July 2015

South Garfield Village
Specific Plan

Initial Study / Mitigated Negative Declaration

This plan was prepared through a grant from the
Los Angeles County Metropolitan Transportation Agency (Metro)

Prepared for

City of Monterey Park

Prepared by

RBF Consulting
a Michael Baker International company

PUBLIC REVIEW DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

South Garfield Village Specific Plan

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1.0 INTRODUCTION

The South Garfield Village Specific Plan Project (herein referenced as the "proposed project") encompasses approximately 22 acres within the southern portion of the City. The Specific Plan area generally extends along South Garfield Avenue from just north of Floral Drive to State Route 60 (SR-60) and along the north side of Pomona Boulevard from Ferdinand Avenue to Wilcox Avenue in the City of Monterey Park. The proposed project would allow a maximum of approximately 330,000 square feet of neighborhood shopping and commercial services uses within the project area. The estimated development potential is based upon the permitted uses and maximum intensities that would be allowed by the proposed project and assumes some existing residential uses would transition to non-residential uses permitted within the proposed Zoning Districts. However, it should be noted that these transitions would occur over time based on market conditions, given that the project does not propose to acquire these existing residential properties through eminent domain. When compared to existing conditions, the proposed project would allow for a potential net increase of approximately 110,000 square feet of neighborhood shopping and commercial services uses within the project area; refer to Section 2.0, *Project Description*, for a detailed project description. This Initial Study addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

This IS/MND was prepared in accordance with the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq*., "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§15000, *et seq*., the "CEQA Guidelines"). CEQA and the CEQA Guidelines may be collectively referred to as "CEQA." The City of Monterey Park is the lead agency for this IS/MND as per CEQA Guidelines §§ 15051 and 15367. The City will use this IS/MND when considering the proposed project.

Pursuant to CEQA Guidelines § 15063, the City must prepare an Initial Study to determine if the proposed project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the proposed project may cause a significant environmental effect, the Lead Agency must prepare an Environmental Impact Report (EIR) to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the proposed project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency may prepare a Negative Declaration. Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such significant environmental impacts may occur (CEQA § 21080(c)).

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

The environmental documentation and supporting analysis is subject to a public review period. During this review, public agency comments on the document relative to environmental issues should be addressed to the City of Monterey Park. Following review of any comments received, the City will consider these comments as a part of the project's environmental review and include them with the Initial Study documentation for consideration by the City.

1.2 PURPOSE

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

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

1.3 CONSULTATION

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

1.4 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study, and are incorporated into this document by reference. These documents are available for review at the City of Monterey Park Community and Economic Development Department, located at 320 West Newmark Avenue, Monterey Park, California 91754.

- *Monterey Park General Plan (July 18, 2001)*. The *Monterey Park General Plan* (General Plan) sets the framework for moving from the City of today toward the desired community of the future. The General Plan guides the City to the year 2020 by setting forth goals and policies addressing land use, circulation, economic development, and related issues. These issues affect the quality of life in Monterey Park and the economic health of the community. Implementation of the Monterey Park General Plan seeks to ensure that future development projects are consistent with the community's goals and that adequate urban services are available to meet the needs of new development. The General Plan includes the following elements: Land Use, Economic Development, Circulation, Housing, Safety and Community Services, and Resources. As part of the General Plan, the *Housing Element* was adopted November 6, 2013, and represents the City's efforts to provide housing opportunities for all segments of the community, identifies housing needs in the City, and sets forth the policies to guide future housing development consistent with the policies in the General Plan. In addition, the City adopted two new General Plan Elements, Sustainable Community and Healthy Community. The Sustainable Community Element facilitates future development aligned with sustainability principles and smart growth concepts and the Healthy Community Element addresses the health of residents, providing guidance on topics that promote health and initiates programs to regularly monitor health data.

- *Climate Action Plan (January 2012)*. The *Climate Action Plan* (CAP) sets forth a comprehensive strategy to address greenhouse gas (GHG) emissions related to land use patterns, transportation, building design, energy use, water demand, and waste generation. It outlines a road map to reduce GHGs and promote economic growth based on clean technology and sustainable practices. The CAP evaluates current GHG emissions; forecasts "business-as-usual" emissions; establishes a policy to reduce the City's GHG emissions to 15 percent below baseline 2009 levels by 2020; and sets an aspirational goal of achieving GHG emissions 49 percent below baseline 2009 levels by 2035; develops reduction strategies that include

building energy; transportation; land use; and consumption and solid waste; and maintains consistency with CEQA.

- *Monterey Park General Plan Environmental Impact Report (July 2001)*. The *Monterey Park General Plan EIR* (General Plan EIR) describes the potentially significant environmental impacts associated with the implementation of the Monterey Park General Plan and any subsequent amendment to the Monterey Park Municipal Code ("MPMC") to implement the land use plan and policies contained in the General Plan. The EIR identifies mitigation measures included in and required of the General Plan to avoid or minimize these effects, and discusses alternatives to the General Plan. Less than significant impacts were identified for Land Use Compatibility/Consistency with Regional Plans, Population/Housing, Schools, and Hydrology, Utilities, and Service Systems. Mitigation measures were identified for Air Quality – CO Hot Spots, and Noise. With the application of feasible mitigation measures, some impacts could not be reduced to less-than-significant levels. Significant and unavoidable impacts were identified for Air Quality, Solid Waste, and Transportation/Circulation.

- *Monterey Park General Plan Amendment Initial Study/Addendum (October 2014)*. The City of Monterey Park prepared a *Monterey Park General Plan Amendment Initial Study/Addendum* (Initial Study/Addendum) to the Certified Final Environmental Impact Report (FEIR) for the *Monterey Park General Plan,* certified on July 18, 2001. The Initial Study/Addendum analyzed the addition of the Healthy Community and Sustainable Community Elements and associated Implementation Program described above. These Elements establish goals and policies to guide City efforts to support and promote a healthier and more sustainable community. The Initial Study/Addendum concluded that the environmental impacts of the General Plan, as modified by the proposed amendments, does not require substantial changes to the FEIR, will not create any form of significant environmental impacts that were not previously analyzed in the FEIR, nor will the impacts of the modified project be more severe than those already analyzed in the FEIR. Therefore, the Initial Study/Addendum was appropriate as minor technical changes or modifications did not result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts.

- *Monterey Park Municipal Code (current though No. Ordinance 2111 and the August 2014 code supplement, effective November 5, 2014)*. The MPMC provides a codification of the City's various regulations adopted by ordinance. The MPMC is the primary code of the municipality, while any other codes adopted by reference are considered secondary codes (i.e., building, fire safety, electrical codes, etc.). The MPMC identifies regulations for various operations within the City including administration, personnel, revenue, finance, business licenses and regulations, health and sanitation, parks and recreation, public property, public utilities, buildings and construction. Zoning regulations within the MPMC are regulate land use within the City's jurisdiction.

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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

PROJECT LOCATION

The proposed South Garfield Village Specific Plan (proposed project) is located in the City of Monterey Park (City), within the County of Los Angeles; refer to Exhibit 2-1, *Regional Vicinity*. Regional access to the area is provided via State Route 60 (SR-60), located immediately south of the project area. The approximately 22-acre project area is located within the southern portion of the City and generally extends along South Garfield Avenue from just north of Floral Drive to SR-60 and along the north side of Pomona Boulevard from Ferdinand Avenue to Wilcox Avenue; refer to Exhibit 2-2, *Project Location*. South Garfield Avenue serves as a primary north-south commercial corridor within Monterey Park, extending from Montebello to the south and into Alhambra to the north.

EXISTING CONDITIONS

While the project area primarily serves the local neighborhood, it is visible from the freeway and serves as a gateway into Monterey Park. The project area is designated Commercial (C), Mixed Use II (MU2), Low Density Residential (LDR), and Medium Density Residential (MDR) by the Monterey Park Land Use Policy Map (Figure LU-2 of the Land Use Element); refer to Exhibit 2-3, *Existing General Plan Land Use*, and is zoned Neighborhood Shopping (N-S), Commercial Services (C-S) with a Planned Development Overlay (P-D), Single-Family Residential (R-1), and Medium-Multiple Residential (R-2); refer to Exhibit 2-4, *Existing Zoning*.

Existing uses within the project area primarily include professional offices, small retail stores, restaurants, and auto services, as well as a motel. There is a single-family residential use on Isabella Drive and a multifamily residential building along Pomona Boulevard within the project area; refer to Table 2-1, *Summary of Existing Land Uses*, and Exhibit 2-5, *Existing On the Ground Land Uses*.

Table 2-1
Summary of Existing Land Uses

Land Uses	Non-Residential (square feet)	Residential (dwelling units)
Single Family Residential		1
Multiple Family Residential		6
Neighborhood Service/Commercial	106,210	
Office/Professional	71,199	
Public/Institutional	7,246	
Auto/Service Station	16,400	
Hotel/Motel	12,340	
Industrial	6,622	
Total	**220,017**	**7**

The area currently includes a diverse range of architectural styles and buildings of varying ages with no consistent style or theme.

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SOUTH GARFIELD VILLAGE SPECIFIC PLAN
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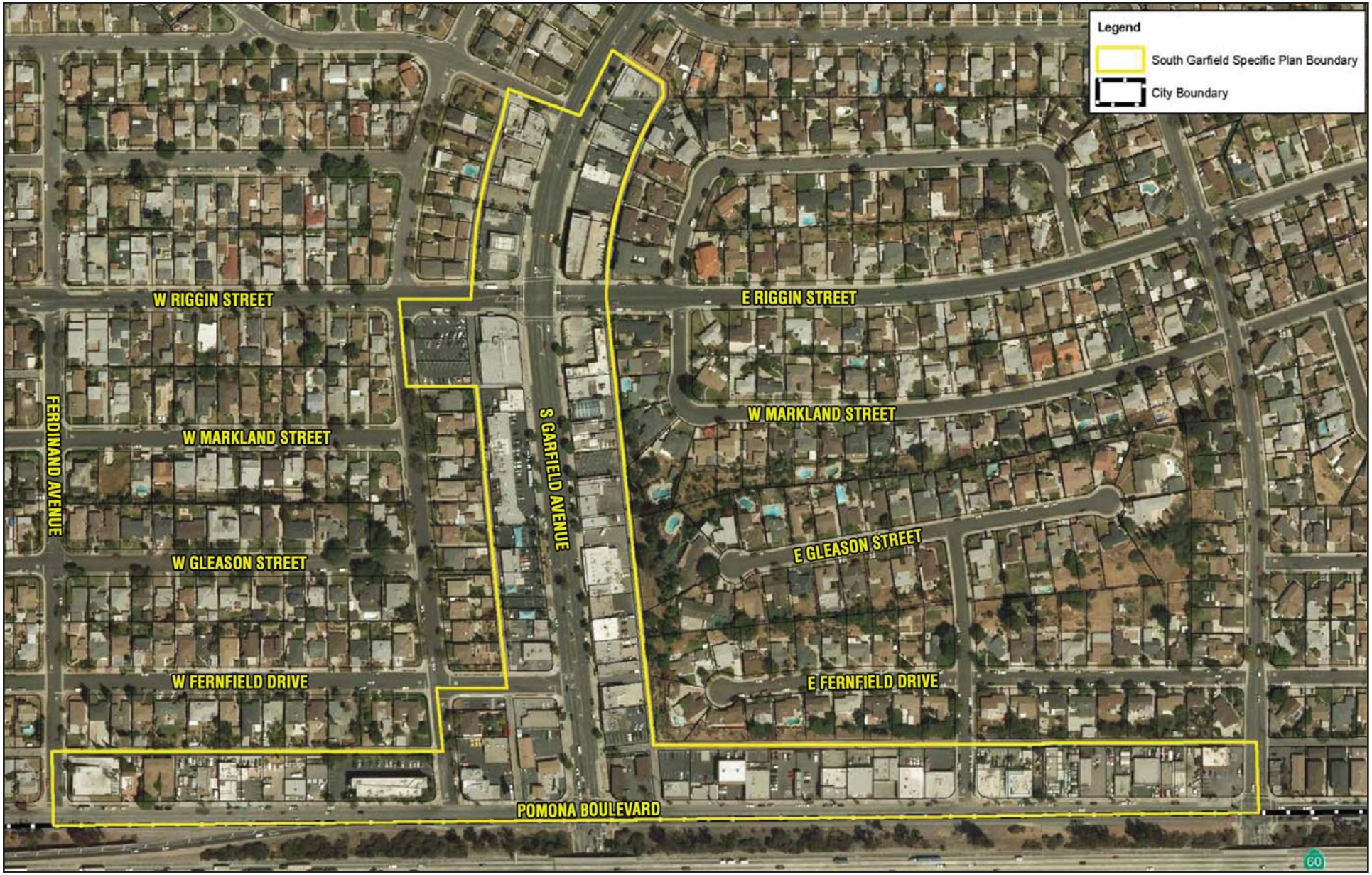
Regional Vicinity

Exhibit 2-1



Source: RBF Consulting, *South Garfield Village Specific Plan*.

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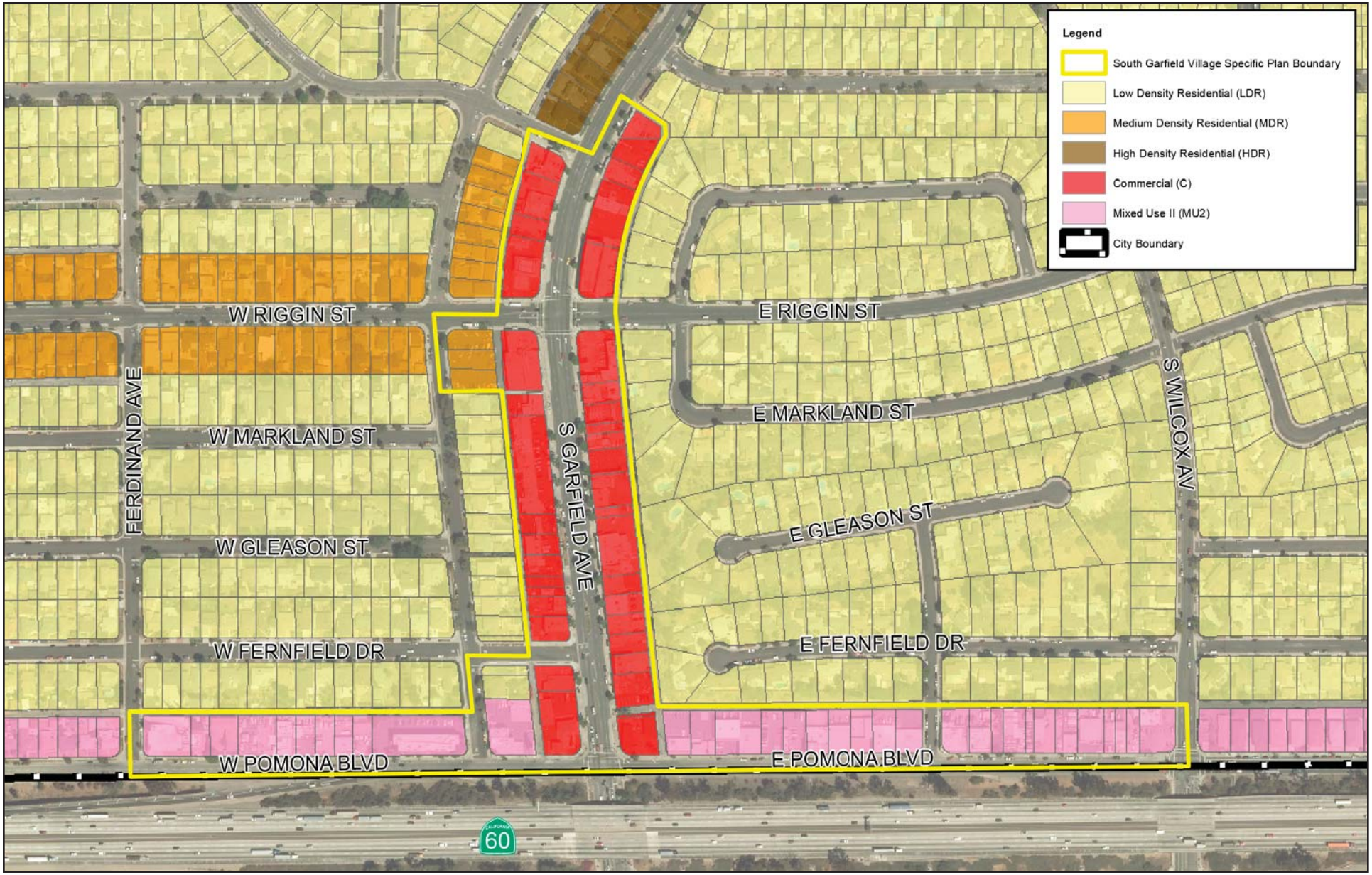
Project Location

Exhibit 2-2



Source: City of Monterey Park, *City of Monterey Park Land Use Policy Map*.

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Existing General Plan Land Use

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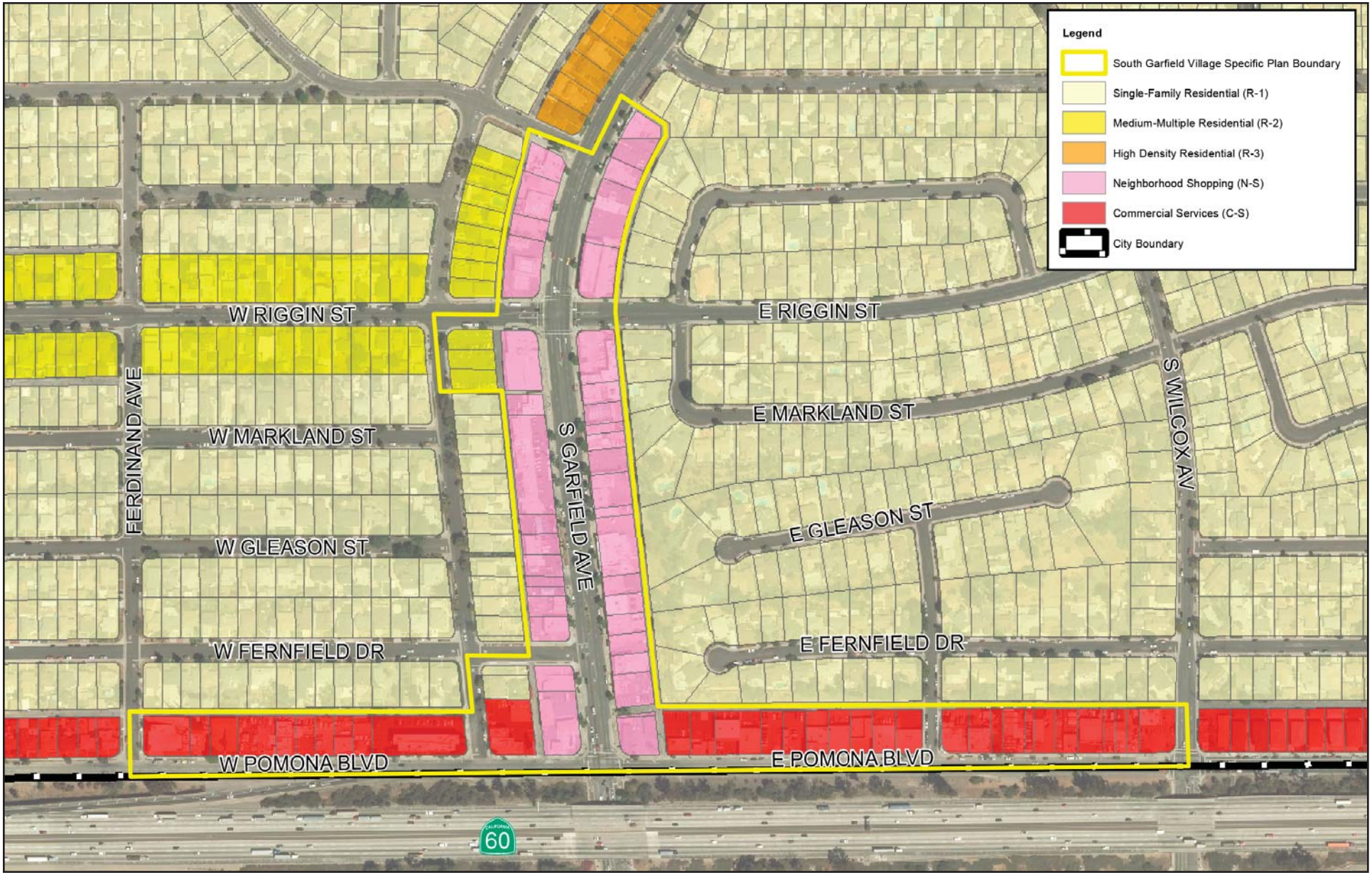
Exhibit 2-3



Source: City of Monterey Park, *City of Monterey Park Zoning Map*.

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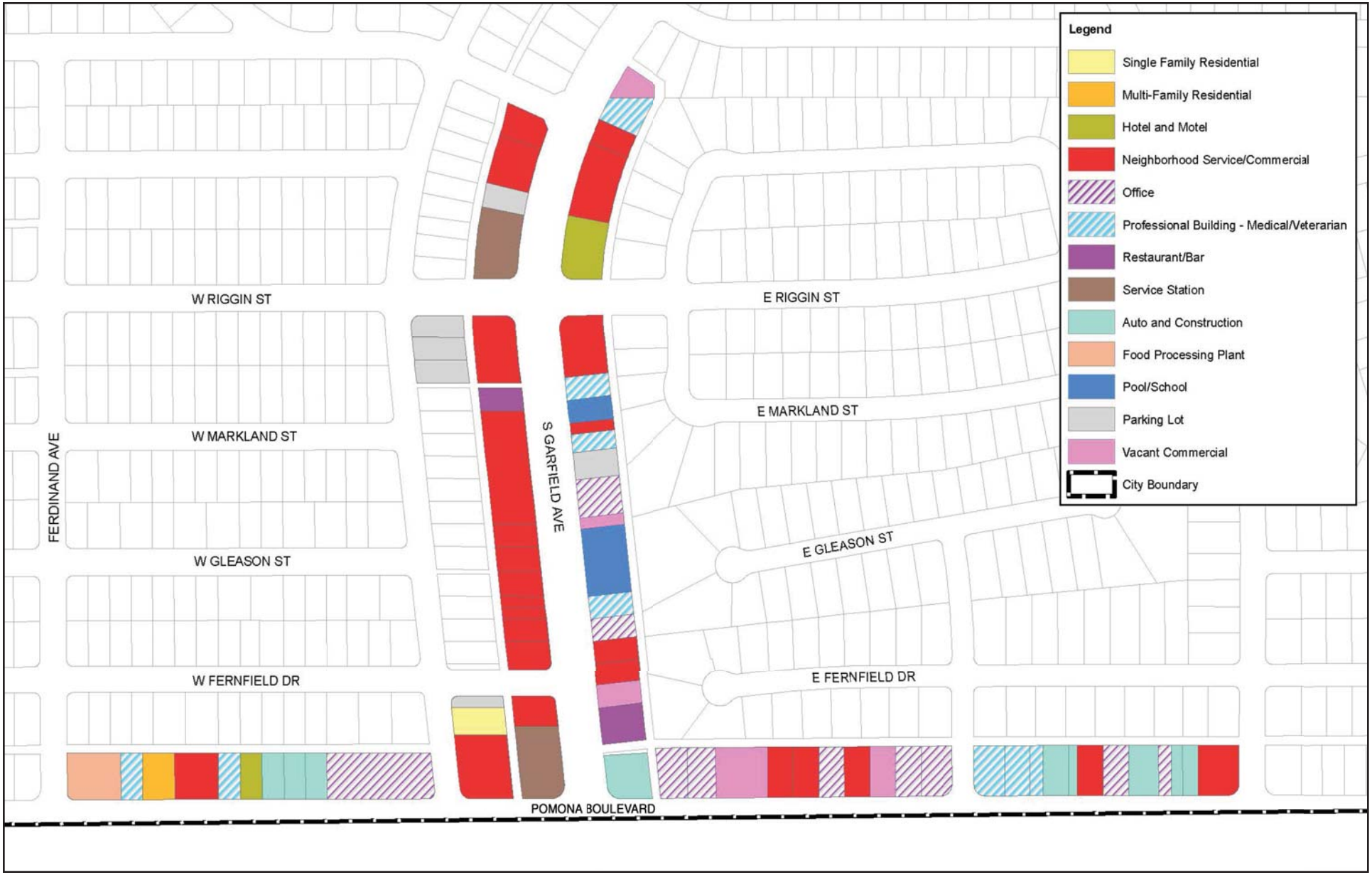
Existing Zoning

Exhibit 2-4



Source: RBF Consulting, *South Garfield Village Specific Plan*.

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Existing On the Ground Land Uses

Exhibit 2-5

South Garfield Avenue between Pomona Boulevard and Riggin Street consists of two travel lanes with parallel parking in each direction and a center turn lane/median. Within the project area, Pomona Boulevard is a one-way street with three travel lanes and parallel parking along the north side. Pomona Boulevard functions as a one-way frontage road providing direct access to the SR-60 freeway via a westbound on-ramp from the left-most lane, west of South Garfield Avenue. Fernfield Drive is the only east-west street accessing South Garfield Avenue between Pomona Boulevard and Riggin Street. Alleys are provided on both sides of South Garfield Avenue, north of Pomona Boulevard.

Parking is provided on all streets with the exception of the south side of Pomona Boulevard. On-street parking is subject to a two-hour time limit between 8:00 a.m. and 6:00 p.m. Some off-street parking is provided in surface lots in front of businesses, with a majority of off-street parking provided behind businesses with alley access.

2.2 BACKGROUND AND HISTORY

SEPTEMBER 1987 SOUTH GARFIELD SPECIFIC PLAN

The South Garfield Specific Plan, adopted in September 1987 and last amended in October 2000, consists of a three block commercial strip extending from Pomona Boulevard and the Pomona Freeway on the south to approximately Floral Drive on the north, and extends one parcel east and one parcel west to the alleys which parallel South Garfield Avenue.

The purpose of the South Garfield Specific Plan was to facilitate the economic and physical revitalization of the area, creating an economically vital and physically attractive neighborhood commercial node. The South Garfield Specific Plan included Land Use, Circulation, and Public Infrastructure Plans, as well as a Public Identity Program and Implementation Program. The South Garfield Specific Plan identified seven general land use types: retail/parking structure, retail/office, neighborhood shopping-rehab, neighborhood shopping-new, garden office, post office/retail/office, and restaurant row. It identified 11 development sites and assumed development would occur consistent with the permitted uses and intensities identified in the Monterey Park Municipal Code (MPMC). Seven of the development sites (considered Primary Development Sites) were anticipated to be developed in the short-term and remain in the same use throughout the long-term. Of the four remaining sites (considered Alternative Development Sites), three were anticipated to have different short-term and long-term plans. The fourth site included two short-term alternatives. However, limited development has occurred in the area since the original plan was adopted and while many of the objectives of the plan remain the same, an update is necessary to align future development with the community's vision for the area.

SOUTH GARFIELD VILLAGE SPECIFIC PLAN

In February 2013, the Los Angeles County Metropolitan Transportation Authority (Metro) awarded a Transportation Oriented Development (TOD) Grant to the City to update and amend the existing South Garfield Specific Plan. The proposed South Garfield Village Specific Plan updates and amends the South Garfield Specific Plan, including expansion of the project area to incorporate a portion of the Pomona Boulevard corridor and some additional parcels along Isabella Avenue. The purpose of amending and expanding the existing South Garfield Specific Plan is to allow for the incorporation of pedestrian-friendly elements into the Specific Plan that emphasize safety in order to stimulate pedestrian activity and create a more inviting atmosphere. The Specific Plan will also serve to define a unique atmosphere to reinvigorate the commercial areas and reinforce the goals set forth in the Specific Plan.

This updated plan, the South Garfield Village Specific Plan, anticipates the future development of a light rail station as part of the Gold Line Extension just south of the South Garfield Village area in the City of Montebello. In anticipation of this future transit station, the plan envisions a walkable, bikeable commercial area that serves the

transit users. In addition, the South Garfield Village area serves as a neighborhood commercial center for existing residents to the east and west of the South Garfield Avenue corridor.

The Draft South Garfield Village Specific Plan will be available for public review concurrent with the Draft Initial Study and Mitigated Negative Declaration public review.

2.3 PROPOSED PROJECT

The proposed project contains land use and development standards, design guidelines, and circulation and streetscape design to guide development within the area in order to achieve the overall vision for South Garfield Village. The South Garfield Village Specific Plan is classified into four character areas based upon overall context, circulation, and nodes; refer to Exhibit 2-6, *Character Areas*. An overview of the overall vision for each area is provided below.

CHARACTER AREAS

South Garfield Corridor

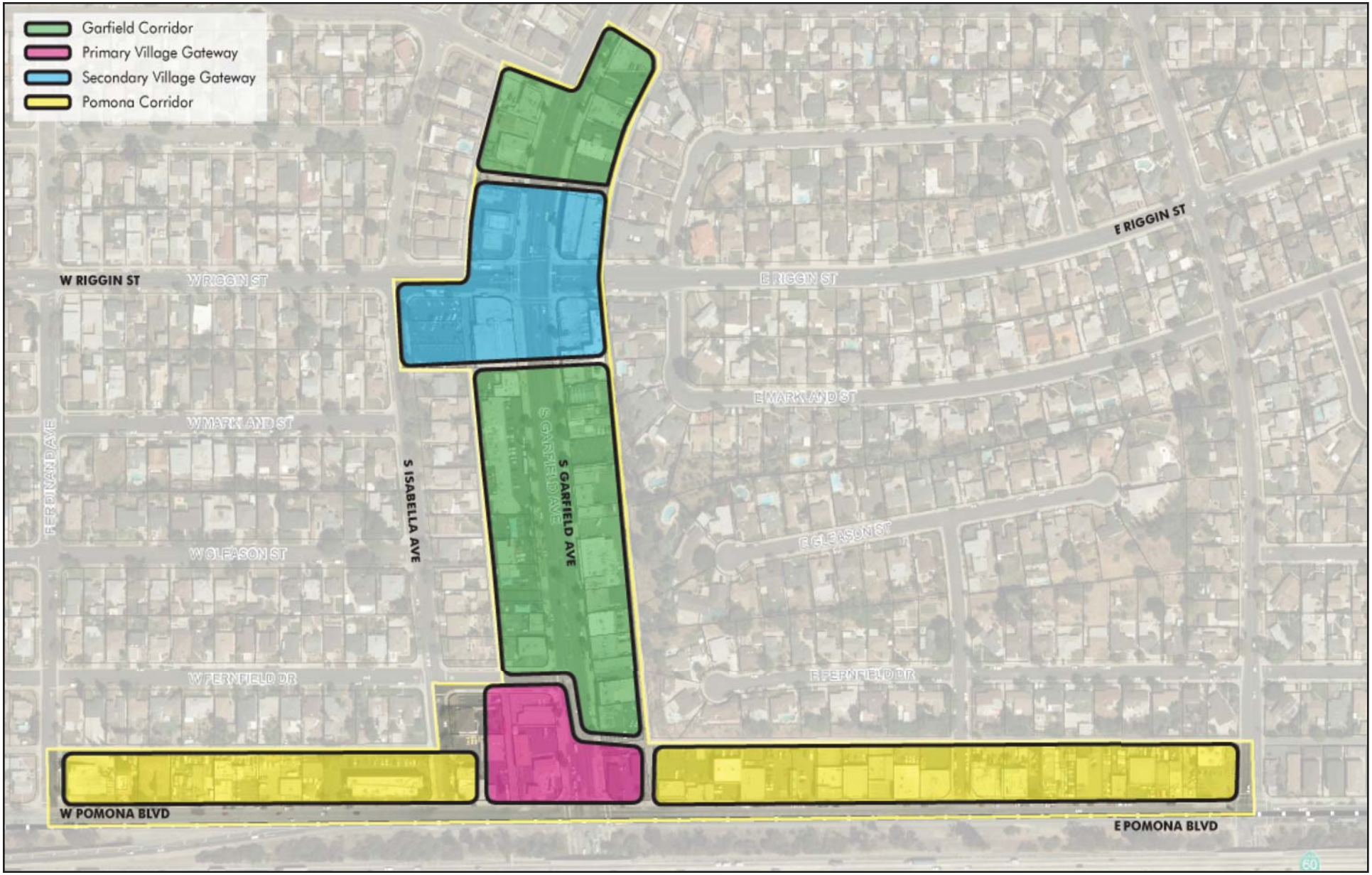
The South Garfield Corridor generally consists of one parcel depth on each side of South Garfield Avenue. Development within this character area is anticipated to be pedestrian-oriented and oriented close to the street and sidewalk. Parking would be discouraged along the building frontages and located with access to the alley or provided through on-street parking spaces. The close proximity of businesses provides a short distance of travel for customers. The use of larger windows and transparent surfaces would allow for more interaction between the retail and service spaces within and the active life of the street outside. Signage would be mainly located on the building and be pedestrian in scale. Street activity would be encouraged within the area including allowing for sidewalk sales and outdoor eating areas.

Primary Village Gateway

The Primary Village Gateway is the “node” of activity around the South Garfield Avenue and Pomona Boulevard intersection. This is a major gateway area for automobile traffic into the village. With the potential location of a future Gold Line station in proximity to this area, this gateway function could also include transit users/pedestrians. The Gateway serves as the front door to the South Garfield Village. The area is anticipated to be welcoming to pedestrians and create an intimate relationship between the energy along the street and the surrounding development. Parklets, outdoor dining and temporary sidewalk activities would emphasize the high-energy entryway of the village. Signage would transition between pedestrian scale and more automobile-oriented scale along Pomona Boulevard. This gateway would be a potential location to a parking facility integrated with retail and service uses. This structure would serve as an anchor to the corridor and accommodate parking demand from existing and future development within the South Garfield Village Specific Plan area.

Secondary Village Gateway

The Secondary Village Gateway is the “node” of activity around the South Garfield Avenue and Floral Drive intersection. This is a gateway area for automobile and residential traffic into the village. The area is envisioned to be welcoming to pedestrians and create an intimate relationship between the energy along the street and the surrounding development. Parklets, outdoor dining and temporary sidewalk activities would help implement this vision for the village entryway. Signage would maintain a pedestrian-scale character.



Source: RBF Consulting, *South Garfield Village Specific Plan*.

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Character Areas

Exhibit 2-6

Pomona Corridor

The Pomona Corridor generally consists of one parcel depth on the north side of Pomona Boulevard. The Pomona Corridor character would strike a balance between the automobile orientation of Pomona Boulevard, the adjacent Pomona Highway and the need to transition to pedestrian-oriented uses along the South Garfield Corridor. Shared parking and access would reduce curb cuts to create a more friendly and safe environment for pedestrians and bicyclists. Considering the balance with automobile orientation, uses that may be more intense can better be accommodated within this corridor. Signage would be oriented towards the street although billboards and pole style signs would still be prohibited to reduce visual clutter and respect the neighborhood-oriented scale of development.

These four character areas have a slightly different context in terms of overall character. The purpose of the Conceptual Land Use Plan is to provide guidance and suggestions to use and character within these four areas.

LAND USE AND DEVELOPMENT STANDARDS

The South Garfield Village Specific Plan serves as a planning and regulatory link between the City of Monterey Park General Plan and individual, project level development within the proposed project area. The South Garfield Village Specific Plan provides area-specific land use districts unique to the project area, along with permitted uses and development standards, such as building heights, setbacks, and floor area ratios for each commercial district; refer to Exhibit 2-7, *South Garfield Village Specific Plan Regulatory Districts*.

- *Garfield Village Neighborhood Shopping (GVN-S)*. The GVN-S regulatory district has a physical character that is generally comprised of shallow lots and small scale developments. This regulatory district provides for the development of commercial areas to serve nearby residential neighborhoods and to maintain the integrity of such existing areas within the City. This regulatory district maintains a small-scale pedestrian oriented commercial character available to serve neighborhood residents through the implementation of the following practices:

    (1) Limit the maximum sizes of commercial uses in this area.
    (2) Ensure the maintenance and improvement of the existing commercial environment.

- *Garfield Village Commercial Services (GVC-S)*. The GVC-S regulatory district has a physical character commonly comprised of primarily narrow and shallow lots generally located along the City's boundaries. This regulatory district provides for the development of commercial areas that promote retail and provide transition areas between the City and neighboring communities.

Specific Plan Development

Table 2-2, *Estimated Specific Plan Development Summary*, identifies the maximum development potential for the land use districts. As indicated in Table 2-2, the proposed project would allow a maximum of approximately 330,000 square feet of neighborhood shopping and commercial services uses within the project area. The estimated development potential is based upon the permitted uses and maximum intensities that would be allowed by the proposed project and assumes some existing residential uses would transition to non-residential uses permitted within the proposed Zoning Districts. However, it should be noted that these transitions would occur over time based on market conditions, given that the project does not propose to acquire these existing residential properties through eminent domain.[1] When compared to existing conditions, the proposed project would allow for a potential net

[1] Proposition 99, approved by California voters in 2008, prohibits local governments from acquiring by eminent domain an owner-occupied residence for the purpose of conveying it to a private person. This does not apply if a local government uses eminent domain to protect public health and safety; or to prevent serious and repeated criminal activity; responding to an emergency; or remedying environmental contamination that threatens public health and safety.

Source: RBF Consulting, *South Garfield Village Specific Plan*.

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South Garfield Village Specific Plan Regulatory Districts

Exhibit 2-7

increase of approximately 110,000 square feet of neighborhood shopping and commercial services uses within the project area. Although site-specific development is not currently being proposed as part of the project, for purposes of this analysis, it is assumed all sites with the opportunity for development would be developed to their full capacity (approximately 330,000 square feet) over the next 20 years (to approximately 2035).

Table 2-2
Estimated Specific Plan Development

Land Use	Existing	Specific Plan Buildout	Difference
Garfield Village Neighborhood Shopping	117,343 s.f.	200,705.30	83,362.30
Garfield Village Commercial Services	102,674 s.f.	129,259.58	26,585.58
Total	**220,017**	**329,964.8**	**109,947.88**

DESIGN GUIDELINES

The Specific Plan contains Design Guidelines for development of both the private realm (privately developed sites, buildings, and associated improvements, etc.) and public realm (public spaces, paseos, plazas, pedestrian linkages, walkways, etc.). The design standards and guidelines address site design, architecture, circulation, parking, lighting, and other distinguishing features. The design standards and guidelines are to be utilized during the City's design review process to ensure the highest level of design quality, while at the same time providing flexibility in their application to specific projects.

CIRCULATION AND STREETSCAPE DESIGN

The Specific Plan is designated for active streetscapes, which are pedestrian in scale and accommodate multiple modes of travel. The circulation and streetscape design proposes improvements to the circulation system to help create a safe and comfortable environment for pedestrians, vehicles and multiple transit modes.

Circulation and Streetscape Concept

The Specific Plan anticipates improvements to South Garfield Avenue and Pomona Boulevard with implementation of a landscaped median and mid-block crossing along South Garfield Avenue, new landscaping and entry enhancements, gateway signs, and bump-outs and parklets at various locations; refer to Exhibit 2-8, *Circulation and Streetscape Concept*.

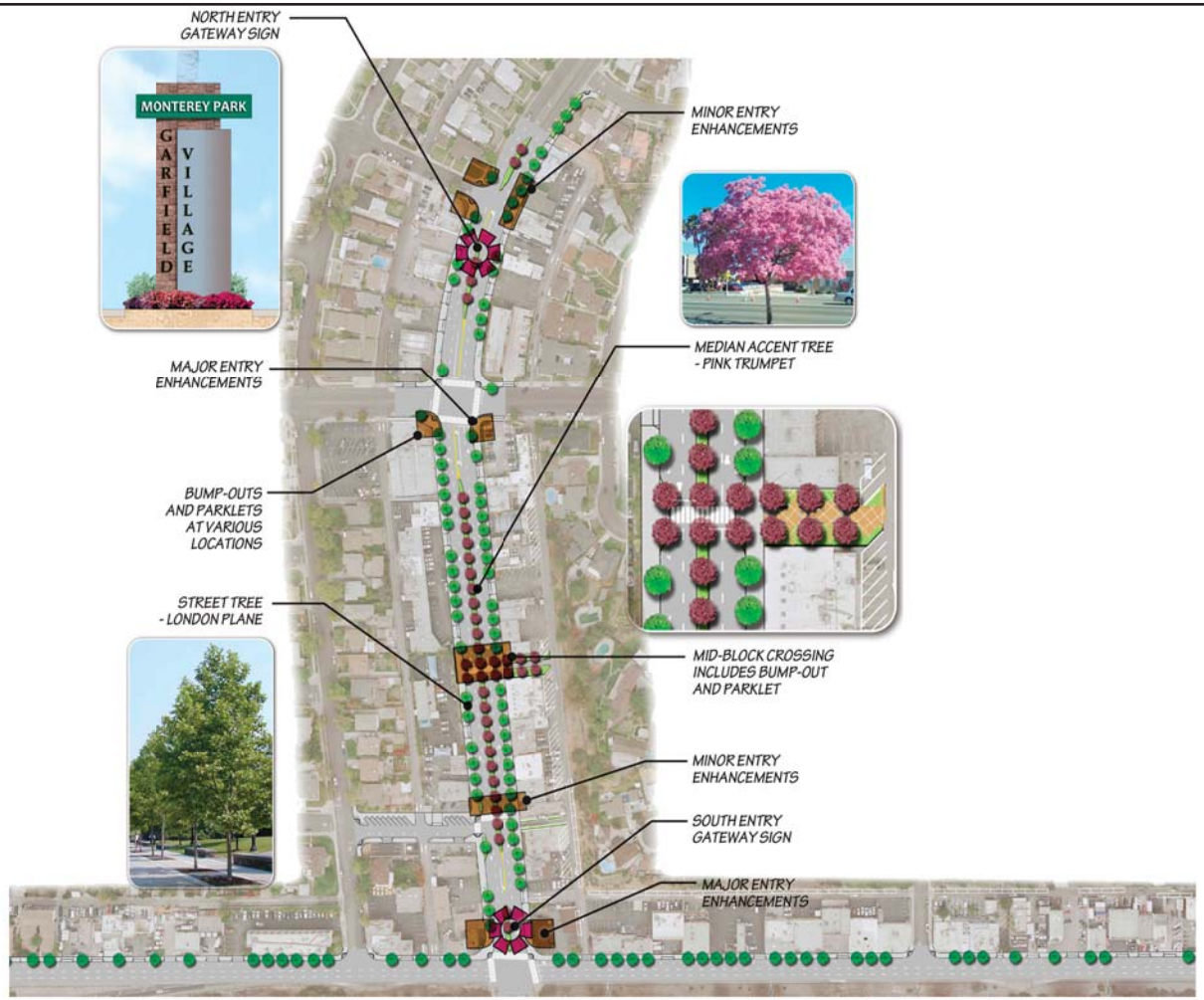
A new cross section for South Garfield Avenue is proposed that would provide 15-foot sidewalks, 8-foot parking lanes, two 11-foot travel lanes, including one travel lane with a sharrow (lane markings) in each direction, along with a 10-foot landscaped median; refer to Exhibit 2-9, *South Garfield Sharrow Cross Section*. Although the Specific Plan does not propose any roadway improvements for Pomona Boulevard, sidewalk improvements are anticipated. These would include repair or replacement of sidewalks, as necessary, as well as a comprehensive street tree planting where feasible.

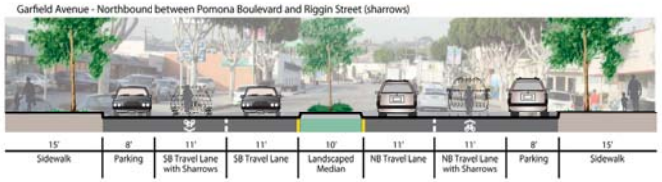
Fernfield Drive would be modified to allow for one-way travel west from South Garfield Avenue to Isabella Avenue. Angled parking would be located on the north side of the street; refer to Exhibit 2-8.

View of Garfield Avenue looking north at Fernfield.

Mid-Block Crossing concept with paseo access to Alley on east side.

Typical alley improvement concept.





Source: RBF Consulting, *South Garfield Village Specific Plan*.

NOT TO SCALE

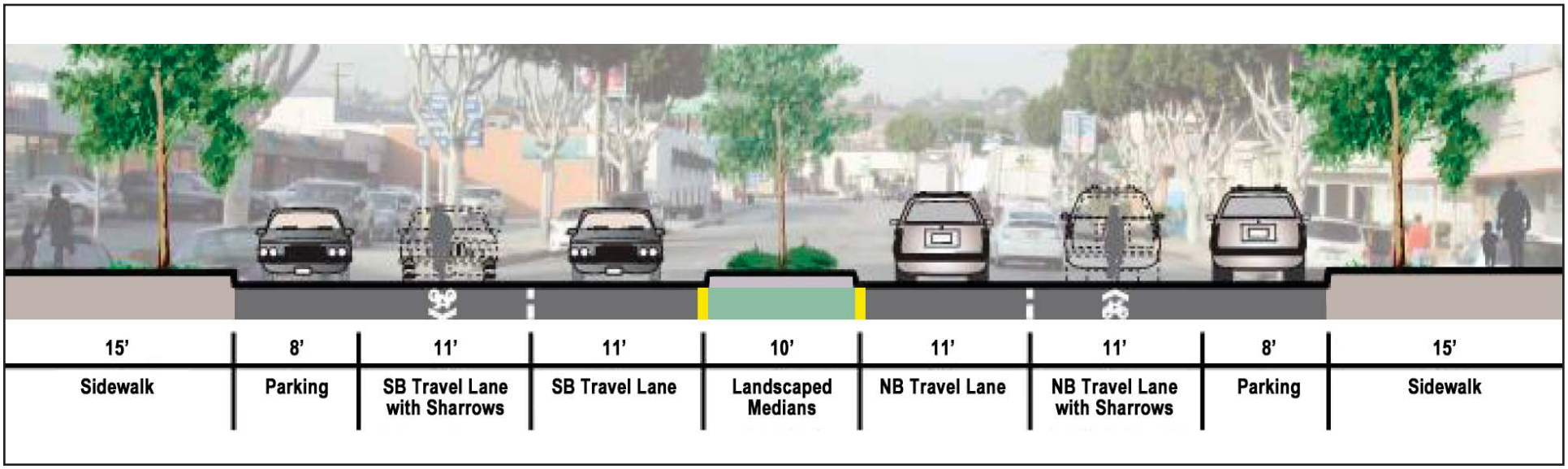
CITY OF MONTEREY PARK
SOUTH GARFIELD VILLAGE SPECIFIC PLAN
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Circulation and Streetscape Concept

Michael Baker INTERNATIONAL

07/15 • JN 138142

Exhibit 2-8



Source: RBF Consulting, *South Garfield Village Specific Plan*.

NOT TO SCALE

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CITY OF MONTEREY PARK
SOUTH GARFIELD VILLAGE SPECIFIC PLAN
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

South Garfield Sharrow Cross Section

Exhibit 2-9

Alley improvements are also proposed for both sides of South Garfield Avenue and the northerly side of Pomona Boulevard. The alleys on the east side of South Garfield Avenue, from Riggin Street to the south and the north side of East Pomona Boulevard would include repaving of sections to allow for one-way traffic and the addition of striped parking spaces (parallel and angled), as shown on Exhibit 2-8.

Pedestrian and Bicycle Circulation and Transit Facilities

Implementation of the Specific Plan would focus on enhancing pedestrian access, including walkways to connect between buildings, sidewalks, parking areas, and common areas. An enhanced pedestrian experience is encouraged through building orientation, landscaping, lighting, and other pedestrian amenities.

Bicycle circulation would include sharrows along South Garfield Avenue. Sharrows (lane markings) along South Garfield Avenue would signify to drivers to expect bicycles in the street as well as to indicate to the bicyclist the safest position in the street for visibility and avoiding riding too close to parked vehicles. The overall bicycle circulation plan within the Specific Plan area would be compatible with the San Gabriel Valley Bike Master Plan (adopted December 2014); refer to Exhibit 2-10, *Bicycle Circulation Plan*. Bicycle facilities, such as racks and storage lockers would be encouraged on all properties.

Three transit lines, Spirit Bus, LA Metro Bus, and Montebello Bus Line travel through the Specific Plan area. In addition, three bus stops are located within the Specific Plan area. Existing transit service would continue to operate within the Specific Plan area. Transit amenities such as bus pullouts and shelters would be provided at bus stops at or adjacent to the Specific Plan area.

INFRASTRUCTURE AND PUBLIC SERVICES

Infrastructure improvements that are necessary to support growth or revitalize the Specific Plan area would be implemented by the City in accordance with applicable master plans for water, sewer, or storm drain facilities. These plans provide for prioritizing and constructing capital improvement projects that are necessary to ensure sufficient infrastructure capacities and sustainable growth. Individual developments would be responsible for mitigating their impacts on public facilities, including making fair-share contributions to mitigating system impacts, where applicable.

PHASING

Individual development projects would occur in incremental phases over time, based largely on economic considerations, market demand, and other planning considerations. Construction and occupancy of future development within the project area is not currently proposed according to a phasing schedule. The phasing and exact details of each project would be evaluated by the City on a case-by-case basis. For analysis purposes, a buildout year of 2035 is utilized. However, several public improvements are anticipated to be initiated and potentially implemented in the short term (within 2 years):

- Installation of a landscaped median along South Garfield Avenue from approximately Riggin Street to Pomona Boulevard. The initial median project would include curbing, drainage improvements, left-turn lane pockets, irrigation, and landscaping.

- A mid-block crossing to shorten pedestrian crossing distances. This would include curb extension, drainage improvements, landscaping, pedestrian striping, and the potential implementation of traffic signaling devices to improve pedestrian safety.

Source: RBF Consulting, *South Garfield Village Specific Plan*.

NOT TO SCALE

Michael Baker INTERNATIONAL

07/15 • JN 138142

CITY OF MONTEREY PARK
SOUTH GARFIELD VILLAGE SPECIFIC PLAN
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Bicycle Circulation Plan

Exhibit 2-10

Other medium term (2-3 years) and long term (greater than 3 years) improvements include, but may not be limited to, the following:

Garfield Avenue Improvements

- Garfield Village Gateways
- Sharrows and Crosswalk Striping
- Alleyways Parking Improvements/Signage
- Streetscape Improvements (Wayfinding, Lighting, Sidewalks, Furniture)
- Pedestrian Alleyway Connection

Fernfield Improvements

- Fernfield Block Reconfigurations/On-Street Parking

Pomona Boulevard Improvements

- Roadway Striping
- Streetscape Improvements (Wayfinding, Lighting, Sidewalks, Furniture)

2.4 PERMITS AND APPROVALS

The City of Monterey Park, as the Lead Agency for future development and improvements within the Specific Plan area, has discretionary authority over the proposed project that includes, without limitation, the following:

- *Environmental Review*. Adoption of the Initial Study/Mitigated Negative Declaration required by CEQA, as described in Section 1.0, *Introduction and Purpose*. Additional environmental review for future uses is not anticipated, but will be evaluated on a case-by-case basis.

- *Specific Plan Amendment*. Recommendation by the Planning Commission and adoption of the proposed South Garfield Village Specific Plan by the City Council is required for the proposed project.

- *General Plan Amendment*. Recommendation by the Planning Commission and approval by the City Council to amend the General Plan Land Use Element to establish the South Garfield Village Specific Plan land use designation and amend the Monterey Park Land Use Policy Map to designate the proposed project area to South Garfield Village Specific Plan.

- *Zone Change*. Recommendation by the Planning Commission and approval by the City Council to change the zoning of the proposed project area to South Garfield Village Specific Plan on the Monterey Park Zoning Map.

- *Site Plan Review*. Individual site plans within the Specific Plan area would be subject to review of plans and approval by the City.

- *Conditional Use Permits*. Development of certain uses may require approval of a conditional use permit by the Planning Commission.

- *Grading Permits*. Future grading for development within the Plan area would be subject to the review of grading plans and require grading permits issued by the City.

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3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1.	**Project Title:** South Garfield Village Specific Plan
2.	**Lead Agency Name and Address:** City of Monterey Park 320 West Newmark Avenue Monterey Park, California 91754
3.	**Contact Person and Phone Number:** Ms. Samantha Tewasart Senior Planner 626.307.1324
4.	**Project Location:** The proposed South Garfield Village Specific Plan (proposed project) encompasses approximately 22 acres within the southern portion of the City. The project area generally extends along South Garfield Avenue from just north of Floral Drive to State Route 60 (SR-60) and along the north side of Pomona Boulevard from Ferdinand Avenue to Wilcox Avenue in the City of Monterey Park.
5.	**Project Sponsor's Name and Address:** City of Monterey Park (Lead Agency) 320 W. Newmark Avenue Monterey Park, California 91754
6.	**General Plan Designation:** Commercial (C), Mixed Use III (MU3), Low Density Residential (LDR), and Medium Density Residential (MDR).
7.	**Zoning:** Neighborhood Shopping (N-S), Single-Family Residential (R-1), Medium-Density Residential (R-2), Commercial Service (C-S), and Planned Development Overlay (P-D).
8.	**Description of the Project:** The South Garfield Village Specific Plan contains land use and development standards, design guidelines, and circulation and streetscape design to guide development within the area in order to achieve the overall vision for South Garfield Village. The project area is classified into four character areas based upon overall context, circulation, and nodes. The proposed project would allow a maximum of approximately 330,000 square feet of neighborhood shopping and commercial services uses within the project area. The estimated development potential is based upon the permitted uses and maximum intensities that would be allowed by the proposed project and assumes some existing residential uses would transition to non-residential uses permitted within the proposed Zoning Districts. However, it should be noted that these transitions would occur over time based on market conditions, given that the project does not propose to acquire these existing residential properties through eminent domain. When compared to existing conditions, the proposed project would allow for a potential net increase of approximately 110,000 square feet of neighborhood shopping and commercial services uses within the project area.
9.	**Surrounding Land Uses and Setting:** The South Garfield Village Specific Plan Area is primarily surrounded by single-family residential uses to the north, west, and east and SR-60 to the south.
10.	**Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).** Refer to Section 2.3, *Permits and Approvals*.

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

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

- *No Impact*. The development will not have any measurable environmental impact on the environment.

- *Less Than Significant Impact*. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.

- *Less Than Significant Impact With Mitigation Incorporated*. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.

- *Potentially Significant Impact*. The development will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to a less than significant level.

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4.0 ENVIRONMENTAL ANALYSIS

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

4.1 AESTHETICS

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

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

Less Than Significant Impact. According to the General Plan EIR, the City's topography allows for scenic views from hillsides throughout the City. The project area is relatively flat and is primarily developed with lower-scale buildings (one- and two-stories) that line the corridors. There are no designated scenic vistas within the project area and long-range views of hillsides are limited due to the flat topography and development that occurs. Future development within the project area is anticipated to involve retail, service businesses, eating and drinking establishments, entertainment/cultural, office, and medical uses residential, commercial, office, public/institutional, industrial, and public open space uses, consistent with uses allowed by the proposed project. New development could result in changes in land use and intensity within the area when compared to existing conditions.[1] However, future development within the area would be consistent with the land uses anticipated for the project area and would not substantially impact views within the area. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. There are no officially-designated State scenic highways within proximity to the project area or within the City.[2] The nearest State scenic highway is State Route 110 (designated as a historic parkway), which is located approximately 6.45 miles northwest of the project area. Therefore, the proposed project would not substantially damage scenic resources within a State scenic highway. No impact would occur in this regard.

[1] It should be noted that the Floor Area Ratios (FAR) that are currently allowed within the area are not proposed to change with the Garfield Village Specific Plan.

[2] California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/scenic_highways/, accessed December 29, 2014.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. As indicated in Table 2-2, future development within the project area could potentially result in an increase of approximately 110,000 square feet of non-residential development over existing conditions resulting in maximum development of approximately 330,000 square feet.

The project area includes four character areas based upon overall context, circulation, and nodes; refer to Section 2.3, *Proposed Project*. These four areas have a slightly different context in terms of overall character. Exhibit 2-6, *Conceptual Land Use Plan*, provides guidance and suggestion to use and character within these four areas.

In addition, the proposed project contains Design Guidelines for development of both the private realm (privately developed sites, buildings, and associated improvements, etc.) and public realm (public spaces, paseos, plazas, pedestrian linkages, walkways, etc.). The design standards and guidelines address site design, architecture, circulation, parking, lighting, and other distinguishing features. The design standards and guidelines are to be utilized during the City's design review process to ensure the highest level of design quality, while at the same time providing flexibility in their application to specific projects.

Short-Term Impacts

Short-term construction activities associated with future development in the project area would temporarily alter the existing visual character of the development sites and their surroundings. The visual impact associated with construction activities would likely involve graded surfaces, construction materials, equipment, and truck traffic. Soil could be stockpiled and equipment for grading activities could be staged at various locations within the area. In addition, temporary structures could be located on the respective development site during various stages of construction. These construction activities and equipment could temporarily degrade the existing visual character and quality of localized sites within the project area and their surroundings during the construction phase. The typical "window" of construction-related activities at a particular location would vary depending on the scale and nature of the proposed development.

Construction-related activities are not considered significant, because they would be short-term and temporary; construction activity would not be continuous and would proceed on a project-by-project basis. Temporary screening of a particular construction staging site would partially relieve the visual impacts typically associated with construction activities. Moreover, development sites/areas would vary such that areas of temporary construction-related visual impacts would change as future development would likely occur at various sites and at various times. Compliance with Mitigation Measure AES-1, which would be incorporated into construction documents, would further ensure that potential short-term impacts associated with future construction activities in the area would be less than significant.

Long-Term Impacts

Table 2-2, *Estimated Specific Plan Development*, outlines the land uses within the area under existing and buildout scenarios. As indicated in Table 2-2, the proposed project would permit future development of up to approximately 330,000 square feet of non-residential uses, which represents an increase of approximately 110,000 square feet over existing conditions. The proposed project provides an overall vision for the area, which includes small businesses that serve the surrounding residential neighborhoods and visitors to the area. The area would provide on-street parking, paseos to alley parking, and outdoor dining opportunities that encourage pedestrian activity within the area.

The project area includes four character areas that have different context, circulation, overall vision, and vary in their development potential. Each of the proposed project's four character areas plays an important role in the future vision for the South Garfield Village Specific Plan.

South Garfield Corridor

Garfield Avenue would remain pedestrian-oriented and the development within the area would further orient pedestrians close to the street and sidewalk. Businesses would be within close proximity, providing for a short distance of travel for customers. Signage would be primarily located on the building and oriented and scaled to the pedestrian. Architectural elements such as larger windows and transparent surfaces would be emphasized on buildings to enhance pedestrian interaction and street activity between retail and service uses and the street. Street activity including sidewalk sales and outdoor eating areas are encouraged.

Primary Village Gateway

The Primary Village Gateway would continue to be the primary activity node within the Garfield Avenue and Pomona Boulevard intersection. As the gateway area is in proximity to a potential location of a future Gold Line station, it could also accommodate transit users. A vertical monument with accent planting and special paving would serve as major entry way enhancements to South Garfield Village. The gateway invites pedestrians into the area as parklets, outdoor dining and temporary sidewalk activities contribute to the vibrant energy of the village. Signage would be displayed both at a pedestrian scale and a more automobile-oriented scale along Pomona Boulevard. A parking facility integrated with retail and service uses may be constructed in the gateway and serve as an anchor to the corridor and provide parking accommodations for existing and future development within the Specific Plan area.

Secondary Village Gateway

The Second Village Gateway would continue to serve as an activity node along the Garfield Avenue and Floral Drive intersection. Similar to the Primary Village Gateway, gateway elements including a vertical monument with accent landscaping and distinctive paving would contribute to the overall placemaking of the major entryways into South Garfield Village. The streetscape and circulation of the area would be enhanced to welcome pedestrians and parklets, outdoor dining, and temporary sidewalk activities would be designed to emphasize the high energy of the gateway area. Signage would be designed at a pedestrian scale.

Pomona Corridor

The Pomona Corridor would remain balanced between the automobile orientation of Pomona Boulevard, and the transition to pedestrian orientation along Garfield Corridor. Higher intensity uses would be better accommodated within this corridor. Circulation elements such as shared parking and access would minimize curb cuts and provide a friendly and safe environment for all visitors and residents along the street. Although signage would be street oriented, billboards and pole style signs are prohibited to provide clear views of the area and respect the neighborhood-oriented scale of development.

Development Standards and Design Guidelines

The proposed project, particularly as it pertains to preserving and improving the visual character of the South Garfield Village, its character areas, and its surroundings, would be implemented through compliance with the development standards and design guidelines. Additionally, compliance with the development standards and design guidelines would be in furtherance of the General Plan's Land Use Element Goals, "to balance land uses within Monterey Park in a manner that ensures that revenue generated matches the City's ability to provide a high level of urban services to create cohesive neighborhoods with compatible land uses," and, "to create opportunities for new commercial business growth in areas of the City well served by the circulation network." Specific Plan Chapter 3, *Land Use & Development Standards*, includes the standards for each land use designation that address those aspects of site development and building design that are essential to achieve the overall Specific Plan Vision, as they relate to visual character. They are precise specifications for such things as permitted uses, building height, setbacks, non-conforming uses, standards for specific land uses, and parking. Specific Plan Chapter 5, *Design Guidelines*, includes

design concepts, policies, and guidelines regarding building design, special use design, public space and amenities design, and signage design.

The proposed project establishes objectives aimed at providing residents and visitors a vibrant and intimate retail and service district with an active street life. The objectives are to encourage revitalization of the neighborhood business area; improve mobility in the area and connectivity to the surrounding neighborhoods; guide property owners and businesses to help them improve their properties and buildings; and describe public improvements that the City hopes to make in the area. In order to accomplish these objectives, the proposed project would establish guiding principles and goals that address Land Use; Circulation and Parking; and Urban Design and Streetscape.

As a generally built-out area, future development within the project area would occur primarily as redevelopment and revitalization, according to the changes envisioned for each character area. This would lead to greater urbanization within the area as the proposed project would allow for increased development of the area at a greater intensity than currently exists. Future development could change the visual character of the existing development sites. The appearance of the existing sites and its surroundings would be permanently altered, as existing land uses could be replaced with new development. Additionally, the character of the streetscape would be altered by providing a landscaped median along Garfield Avenue, mid-block crossing, new landscaping, new signage, including entry/monuments signs and other improvements associated with specific developments. However, this development would not constitute a degrading change to the character of the respective properties and their surroundings, or the project area overall. Despite potential localized changes to the visual character of the area, degradation to the character of the area or its surroundings would not occur, as implementation of the proposed project would guide consistent and compatible development within the area through the establishment of design standards and guidelines, that would ensure the area is developed consistent with the vision identified for the area. Thus, impacts would be less than significant in this regard.

Mitigation Measures:

AES-1 Before the City issues a grading permit, applicants for future development located in proximity to residentially zoned properties must submit construction documents to the Community and Economic Development Director that include language requiring all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment must be parked and staged within the project site. Staging areas must be screened from view from residential properties. Construction worker parking may be located off-site with the Economic and Community Development Director's approval. On-street parking of construction worker vehicles on residential streets, however, is prohibited. Vehicles must be kept clean and free of mud and dust before leaving the development site. Surrounding streets must be swept daily and maintained free of dirt and debris.

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

Less Than Significant Impact. Glare is the sensation produced by luminance within the visual field that is significantly greater than the luminance to which the eyes are adapted. This can cause annoyance, discomfort, or loss in visual performance and visibility. Light pollution is caused by stray light from unshielded light sources and light reflecting off surfaces that enters the atmosphere where it illuminates and reflects off dust, debris, and water vapor to cause an effect known as "sky glow." Light pollution can substantially limit visual access to the night sky, compromise astronomical research, and adversely affect nocturnal environments. New development can cause such impacts through new light sources such as street lighting, exterior and interior building lighting, vehicle headlights, illuminated signage, traffic signals, sports field lighting, and new glare sources such as reflective building materials, roofing materials, and windows.

Future development of non-residential land uses could occur within the project area. Such development would have the potential to create new sources of outdoor light and glare in the form of streetlights, exterior lighting, and lighting for the purposes of safety, as well as glare effects caused by reflective surfaces. These new sources of light and glare would be most visible from development along adjacent roadways, and to receptors such as residents and traveling motorists. All lighting installed with future development within the project area would be subject to compliance with the proposed development standards, design guidelines, and circulation and streetscape design guidelines, in order to reduce potential impacts involving light and glare to less than significant. Specific Plan Chapters 3, 4 and 5 establish lighting requirements for the project area.

These standards are intended to reduce impacts from lighting. Upon implementing such standards, future development would not result in significant long-term light and glare impacts given compliance with the proposed project's development standards and design guidelines. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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4.2 AGRICULTURE AND FORESTRY RESOURCES

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

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

No Impact. The project area and surrounding area are completely developed with urbanized uses. No farmland exists within the site vicinity. The project area is not located on land designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[1] In addition, no impact to farmland or land zoned for agricultural use or a Williamson Act contract would occur with implementation of the Specific Plan, as no agricultural lands or uses occur within Monterey Park. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

[1] California Department of Conservation, *Farmland Mapping and Monitoring Program, California Important Farmland Finder*, http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx, accessed on June 25, 2015.

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

No Impact. As stated above, the project area and surrounding area are developed and urbanized, and no agricultural land exists within the site vicinity. The project area is zoned Neighborhood Shopping (N-S), Commercial Services (C-S) with a Planned Development Overlay (P-D), Single-Family Residential (R-1), and Medium-Multiple Residential (R-2). Accordingly, the project area is not zoned for agricultural use and is not part of a Williamson Act contract. Thus, the proposed project would not affect any land zoned for agricultural use and would not conflict with a Williamson Act contract. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. The project area is completely developed and urbanized. The project area is zoned Neighborhood Shopping (N-S), Commercial Services (C-S) with a Planned Development Overlay (P-D), Single-Family Residential (R-1), and Medium-Multiple Residential (R-2) and would not conflict with any areas zoned for forest or timberland production. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. Refer to Response 4.2(c), above.

Mitigation Measures: No mitigation is required.

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

No Impact. As stated above in Responses 4.2(a) through 4.2(d), the project area is developed and is void of agricultural or forest resources. Thus, there would be no potential for the conversion of these resources and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓		
d. Expose sensitive receptors to substantial pollutant concentrations?		✓		
e. Create objectionable odors affecting a substantial number of people?			✓	

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

Less Than Significant Impact. The proposed project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). Consistency with the SCAQMD *2012 Air Quality Management Plan for the South Coast Air Basin* (2012 AQMP) means that a project is consistent with the goals, objectives, and assumptions set forth in the 2012 AQMP that are designed to achieve Federal and State air quality standards. According to the SCAQMD CEQA Air Quality Handbook, in order to determine consistency with the 2012 AQMP, two main criteria must be addressed.

Criterion 1

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

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

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the proposed project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Impact Statement 4.3(d), below, localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_X), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) would be less than significant. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations. Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

2) *Would the project cause or contribute to new air quality violations?*

As discussed in Impact Statement 4.3(b) below, the proposed project would result in emissions that are below the SCAQMD thresholds. Therefore, the proposed project would not have the potential to cause or affect a violation of the ambient air quality standards.

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

The proposed project would result in less than significant impacts with regard to localized concentrations during project operations. Accordingly, the proposed project would not delay the timely attainment of air quality standards or 2012 AQMP emissions reductions.

Criterion 2

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Governments (SCAG) air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2012 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2012 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

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

In the case of the 2012 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the *Monterey Park General Plan* (General Plan), SCAG's *Growth Management* Chapter of the *Regional Comprehensive Plan* (RCP), and SCAG's *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). The RTP/SCS also provides socioeconomic forecast projections of regional population growth. The project area is designated Commercial, Mixed Use II, Low Density Residential, and Medium Density Residential by the Monterey Park Land Use Policy Map. The proposed project requests a General Plan Amendment to change the site's General Plan designation to South Garfield Village Specific Plan with a mix of commercial and retail uses. The proposed project would allow for future development under the Specific Plan at a scale and intensity that is consistent with that allowed by the General Plan. As demonstrated in Section 4.10, *Land Use and Planning*, the proposed Specific Plan is determined to be consistent with the relevant General Plan Policies. Since the regional population, housing, and employment growth forecasts, which are adopted by SCAG's Regional Council are based upon the local plans, policies, and land uses specified in general plans; the future development anticipated under the City's General Plan would be consistent with SCAG's regional forecast projections. Thus, the proposed project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RCP/SCS. Additionally, as the SCAQMD has incorporated these same regional forecast projections into the 2012 AQMP, it can be concluded that the proposed project would be consistent with the 2012 AQMP growth projections.

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

Additional environmental review for future development under the Specific Plan would be evaluated on a project-by-project basis. Compliance with emission reduction measures identified by the SCAQMD would be required as identified in impact statements 4.3(b) and 4.3(c) below. As such, future development under the Specific Plan meets this AQMP consistency criterion.

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

The proposed project would serve to implement various City of Monterey Park and SCAG policies. The proposed project is located within a developed portion of the City and is considered an infill development. The project is located in the vicinity of a mix of uses including offices, commercial, and residential uses.

In conclusion, the determination of 2012 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. Future development consistent with the uses and intensities in accordance with the proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Also, the proposed project would be consistent with the goals and policies of the AQMP for control of fugitive dust. As discussed above, the proposed project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies and is, therefore, considered consistent with the 2012 AQMP. Further, environmental review for future development under the Specific Plan would be evaluated on a project-by-project basis.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated.

Short-Term Construction Emissions

Future development within the project area could potentially result in an increase of approximately 110,000 square feet of non-residential development over existing conditions, resulting in maximum development of approximately 330,000 square feet. The Specific Plan does not identify specific development proposals. Construction-related emissions are dependent on project specific duration, phasing, and earthwork details, which are not known at this time. Construction-related emissions that may occur at any time are speculative and cannot be accurately determined at this stage of the planning process. Such impacts, however, would be evaluated on a project-by-project basis under CEQA.

Construction-related air quality impacts would be short-term and temporary, lasting only as long as the construction phase of each future project developed under the Specific Plan. Nonetheless, construction impacts generally have the potential to violate Federal and State ambient air quality standards and may harm nearby sensitive receptors. The SCAQMD short-term thresholds are established for individual development projects, and it is assumed that some of the projects that would be implemented under the proposed project might individually exceed the SCAQMD thresholds. Based on the potential development and overall size of the Specific Plan area, implementation of Mitigation Measures AQ-1 and AQ-2 would reduce construction-related impacts to a less than significant level by requiring individual development project to apply measures to reduce air pollutant emissions from construction activities. These measures call for the maintenance of construction equipment, the use of non-polluting and non-toxic building equipment, and minimizing fugitive dust. As emissions (associated with future development and infrastructure projects facilitated by the Specific Plan) are anticipated to not exceed SCAQMD thresholds, a less than significant impact would result.

Naturally Occurring Asbestos

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

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area. Thus, there would be no impact in this regard.

Long-Term Operational Emissions

Future development associated with the proposed project could result in changes in land use and intensity within the area when compared to existing conditions. Implementation of the Specific Plan could facilitate development of an additional approximately 110,000 square feet of non-residential development. Although the exact nature and location of future land uses are not known at this time, future development projects could introduce new stationary and mobile source air emissions into the project area.

Table 4.3-1, *Estimated Emissions for the Specific Plan*, summarizes the emissions based on the maximum development potential for the project area.

Table 4.3-1
Estimated Emissions for the Specific Plan

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Existing Emissions						
Area	2.02	0.05	4.11	0.00	0.54	0.54
Energy	0.00	0.02	0.00	0.00	0.00	0.00
Mobile	0.23	0.67	2.57	0.00	0.39	0.11
Total Existing Emissions[2, 4]	**2.25**	**0.74**	**6.68**	**0.01**	**0.93**	**0.65**
Proposed Mitigated Emissions						
Area	2.88	0.00	0.01	0.00	0.00	0.00
Energy	0.00	0.04	0.04	0.00	0.00	0.00
Mobile	13.91	22.79	104.87	0.18	12.47	3.52
Total Proposed Mitigated Emissions[3,4]	***16.80***	***22.84***	***104.92***	***0.18***	***12.48***	***3.52***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Mitigated Net Increase Over Existing Emissions[2, 3]	***14.55***	***22.10***	***98.24***	***0.17***	***11.55***	***2.87***
Is Threshold Exceeded? Significant Impact?)	*No*	*No*	*No*	*No*	*No*	*No*

Notes:
1. Based on CalEEMod results, worst-case seasonal emissions for area and mobile emissions have been modeled.
2. The numbers may be slightly off due to rounding.
3. Mitigated emissions are due to reductions from Mitigation Measure GHG-1; refer to Section 4.7, *Greenhouse Gas Emissions*. Air quality mitigation is not required.
4. Refer to Appendix A, *Air Quality/Greenhouse Gas Data*, for assumptions used in this analysis.

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

Mobile Source

Based on the *Garfield Village Specific Plan Traffic Impact Analysis*, prepared by RBF Consulting (included in Appendix C, *Traffic Impact Analysis*), if fully developed, as anticipated by the proposed project, the project area could generate up to 4,336 net daily trips. Although the project is consistent with the General Plan goals and policies, as concluded in Section 5.1, *Land Use and Planning*, a General Plan Amendment would be required for the redesignation of land uses within the project area.

Mobile sources are anticipated to be the largest contributor to the estimated annual average air pollutant levels. Mobile source emissions are emissions from vehicle trips that are generated by the operation of a project. Mobile source emissions include tailpipe and evaporative emissions. Depending upon the pollutant, the potential air quality impact may be of either regional or local concern. For example, VOCs, NO_X, SO_X and PM_{10} are all pollutants of regional concern; (NO_X and VOCs react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X and PM_{10}). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

The destinations of motor vehicles, which are the primary contributors to air pollution, vary widely and cross many jurisdictional boundaries. Future development associated with the proposed project would allow for an increase in non-residential development within Monterey Park. The potential increase in non-residential development in the project area would promote smart growth objectives for Monterey Park by providing neighborhood-serving uses that are within walking distance from the existing uses. Additionally, the project incorporates public transit services, which provides regional access to and from the City. All of these factors would contribute towards a reduction in vehicle trips, thereby reducing emissions.

Area Source Emissions

Area source emissions would be generated due to an increased demand for consumer products, additional landscaping, and architectural coating associated with the development of the proposed project; refer to Table 4.3-1.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas usage associated with the proposed project. The primary source of electricity and natural gas emissions would be space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

Total Operational Emissions

Modeled mobile source emissions would be reduced as future development consistent with the proposed project would increase land use diversity (the project area includes commercial and retail/restaurant uses), employment density (259.31 jobs/acre), destination accessibility (the project site is located within two miles from the City's downtown area) and transit accessibility (the project site is located within 0.01 miles from LA Metro Bus Routes 68 and 84 [located north along Pomona Boulevard and Wilcox Avenue, located east along Pomona Boulevard and Garfield Avenue, and located west of Riggin Street and Garfield Avenue]). These land use attributes that are inherent in the project's location and design were incorporated into the California Emissions Estimator Model (CalEEMod) mitigation module. It is noted that although the CalEEMod results depict these emissions as "mitigated" emissions, they are considered Project Design Features.

The proposed project is required to comply with *Monterey Park Municipal Code* (MPMC) Chapter 6.31, *Water Efficient Landscapes*, and other City standards for sustainable development practices that would further reduce area and energy source emissions, such as using sustainable building materials, water conservation, energy efficient lighting, and installing low-flow faucets, toilets, and showers. Additionally, Mitigation Measure GHG-1 (refer to Section 4.7, *Greenhouse Gases*) requires the proposed project to implement transportation demand management measures, energy efficiency measures, water conservation measures, and solid waste reduction measures that would also reduce operational emissions of criteria pollutants. As shown in Table 4.3-1, with implementation of the Project Design Features and Mitigation Measure GHG-1, the overall emissions from future development consistent with the proposed project would not exceed the SCAQMD thresholds, resulting in a less than significant impact.

Mitigation Measures:

AQ-1 Before the City issues any grading permit for an individual project approved in accordance with the Specific Plan, the Director of Community and Economic Development, or designee, must confirm that the grading plan, building plans, and specifications implement SCAQMD Rule 403 including, without limitation, excessive fugitive dust emissions being controlled by regular watering or other dust prevention measures. Additionally, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site must be watered every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust;
- Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering must occur if dust is observed migrating from the site during site disturbance;
- Any on-site stockpiles of debris, dirt, or other dusty material must be enclosed, covered, or watered twice daily, or non-toxic soil binders must be applied;
- All grading and excavation operations must be suspended when wind speeds exceed 25 miles per hour;
- Disturbed areas must be replaced with ground cover or paved immediately after construction is completed in the affected area;
- Gravel bed trackout aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) must be installed to reduce mud/dirt trackout from unpaved truck exit routes;
- On-site vehicle speed must be limited to 15 miles per hour;
- All on-site roads must be paved as soon as feasible, watered twice daily, or chemically stabilized;
- Visible dust beyond the property line which emanates from the proposed project must be prevented to the maximum extent feasible;
- All material transported off-site must be either sufficiently watered or securely covered to prevent excessive amounts of dust before departing the job site;

- Reroute construction trucks away from congested streets or sensitive receptor areas;
- Track-out devices must be used at all construction site access points; and
- All delivery truck tires must be watered down and/or scraped down prior to departing the job site.

AQ-2 All trucks that are to haul excavated or graded material on-site must comply with Vehicle Code § 23114 (Spilling Loads on Highways). Before the City issues grading permits, the Applicant must demonstrate to the Director of Community and Economic Development, or designee, how the proposed project operations subject to that specification during hauling activities complies with Vehicle Code § 23114.

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

Less Than Significant Impact With Mitigation Incorporated. The SCAQMD neither recommends quantified analyses of cumulative construction or operational emissions, nor does it provide separate methodologies or thresholds of significance to be used to assess cumulative construction impacts. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed using the same significance criteria as those for project-specific impacts. Therefore, individual development projects that generate construction-related or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the South Coast Air Basin (SCAB) is nonattainment.

Cumulative Construction Impacts

SCAQMD thresholds for criteria pollutants are established for individual development projects, and it is assumed that some of the projects that would be implemented under the Specific Plan could individually exceed the SCAQMD thresholds. Based on the program level construction analysis above, construction related emissions associated with future potential development projects in the project area may be "cumulatively considerable." Construction of future development and infrastructure projects under the Specific Plan would be required to implement applicable SCAQMD rules and regulations. These measures call for the maintenance of construction equipment, the use of non-polluting and non-toxic building equipment, and minimizing fugitive dust. Implementation of SCAQMD rules and regulations would ensure that the proposed project's construction-related impacts would be reduced to a less than significant level. Further, related projects in the area would also be required to implement applicable SCAQMD rules and regulations. Thus, it can be reasonably inferred that the project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. Thus, a less than significant impact would occur in this regard.

Cumulative Long-Term Impacts

New development within the project area, combined with other anticipated future development in the region would contribute to a cumulative annual increase in regional air pollutant emissions. Table 4.3-1 depicts the estimated mobile and stationary source emissions associated with the potential development in the Specific Plan area. As shown in Table 4.3-1, the proposed project would not result in long-term air quality impacts, as emissions would not exceed the SCAQMD adopted operational thresholds. Additionally, adherence to SCAQMD rules and regulations and implementation of applicable mitigation measures would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the proposed project would be less than significant.

Mitigation Measures: Refer to Mitigation Measures AQ-1 and AQ-2.

d) Expose sensitive receptors to substantial pollutant concentrations?

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

Sensitive receptors near the project area include surrounding residences to the north, west, and east. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operations impacts (stationary sources only).

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one, two, and five acre projects emitting CO, NO_X, $PM_{2.5}$, or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The proposed project is located within Source Receptor Area (SRA) 11, South San Gabriel Valley.

As the exact nature and location of future development within the project area are not known at this time, construction LST analysis was not conducted. The project area is approximately 22 acres. Therefore, LST thresholds for five acres were conservatively utilized for the operations LST analysis. The closest sensitive receptors to the project area are residential uses to the north, west, and east. These sensitive land uses may be potentially affected by air pollutant emissions generated during operations. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive uses adjoin the project area, the lowest available LST values for 25 meters were used. Table 4.3-2, *Localized Significance of Emissions*, shows the unmitigated operation-related emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ compared to the LSTs for SRA 11. As seen in Table 4.3-2, operational emissions are far below the LSTs, and a less than significant impact would occur in this regard.

Table 4.3-2
Localized Significance of Emissions

Source	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Operational				
Area Source Emissions	2.88	0.01	0.00	0.00
Localized Significance Threshold[2]	183	1,814	4	2
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Note:
1. The Localized Significance Threshold was determined using Appendix C of the SCAQMD *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the total acreage for operational, the distance to sensitive receptors, and the source receptor area (SRA 11).

Carbon Monoxide Hotspots

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

The SCAQMD requires a quantified assessment of CO hotspots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service LOS D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997 while vehicle miles traveled increased 18 percent in the 1990s. CO emissions have continued to decline since this time. The Basin was re-designated as attainment-maintenance in 2007, and is no longer addressed in the SCAQMD's subsequent AQMPs. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide* (CO Plan) for the SCAQMD's 2003Air Quality Management Plan. It should be noted that the 2003 *Air Quality Management Plan* is the most recent AQMP that addresses CO concentrations as the Basin was re-designated as attainment-maintenance in 2007. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin, and would likely experience the highest CO concentrations. Thus, CO analysis within the CO Plan is utilized in a comparison to the proposed project, since it represents a worst-case scenario with heavy traffic volumes within the Basin.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hr CO Federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections within the City of Monterey Park near the project site due to the relatively low volume of traffic (approximately 4,336 net daily trips) that would potentially occur as a result of implementation of the proposed project. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: Refer to Mitigation Measures AQ-1 and AQ-2.

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

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

Construction activities associated with future development within the project area may generate detectable odors from heavy-duty equipment exhaust. However, this impact would be short-term in nature and cease upon completion of the individual development. Proposed land uses are not anticipated to create objectionable odors affecting a substantial number of people. Impacts are considered less than significant.

Mitigation Measures: No mitigation is required.

4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

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

No Impact. The project area is located within an urbanized area. The project area is currently developed with professional offices, small retail stores, restaurants, auto services, a single-family residential use, and a multifamily residential building, and does not contain habitat supportive of special status plant or wildlife species. The project area is highly disturbed and is located in a fully developed urban area of the City. According to the General Plan Final EIR, no sensitive or special status species are known to exist in the City. Future development within the project area would not result in a substantial adverse effect, either directly or through habitat modifications, on any sensitive species. Thus, no impacts in this regard would occur.

Mitigation Measures: No mitigation is required.

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

No Impact. As stated above within Response 4.4(a), the proposed project area is developed and disturbed. The project area and surrounding area does not support riparian habitat or sensitive natural communities. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. Refer to Responses 4.4(a) and 4.4(b), above. The project area has been previously disturbed and is void of sensitive plants, wildlife, and habitats (including wetlands). Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. The project area is currently developed and is located within an urbanized portion of the City. Due to the lack of quality biological habitat within and immediately surrounding the area, future development within the project area would not interfere with the movement of fish or wildlife or impact wildlife corridors. The project area and surrounding properties contain minimal ornamental landscaping and do not provide opportunities for the movement of wildlife. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. As discussed in Responses 4.4(a) and 4.4(b), above, future development within the project area would not result in impacts to sensitive biological resources and it would not conflict with local policies or ordinances regarding the protection of such resources. The project area is currently developed with professional offices, small retail stores, restaurants, auto services, a single-family residential use, and a multifamily residential building. Ornamental street trees are located along Garfield Avenue and Pomona Boulevard.

Monterey Park Municipal Code (MPMC) § 9.63.030 protects City parks and street trees. But the City does not have an ordinance protecting native trees. Only ornamental trees occur on the project site. Consequently, the proposed project would not conflict with local policies or ordinances protecting trees.

Mitigation Measures: No mitigation is required.

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

No Impact. According to the U.S. Fish and Wildlife Service's Habitat Conversation Plan/Natural Community Conservation Plan (HCP/NCCP) Planning Areas in Southern California Map,[1] the project area is not located within a HCP or NCCP. No other approved local, regional, or state habitat conversation plans apply to the area. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

[1] U.S. Fish and Wildlife Service's HCP/NCCP Planning Areas in Southern California Map website, http://www.fws.gov/carlsbad/HCPs/documents/CFWO_HCPMapPlanning10_08.pdf, accessed December 5, 2014.

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4.5 CULTURAL RESOURCES

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

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

No Impact. The proposed project would not result in a substantial adverse change in the significance of a historical resource. The project area exists within a highly developed area and has been completely disturbed. These buildings or other features have not been identified as having historical significance. Further, the project area and surrounding properties are not identified as Historical Points of Interest in the City of Monterey Park,[1] or as resources identified as Listed or Eligible for Listing on the California Register of Historic Resources.[2] Project implementation would not cause a substantial adverse change in the significance of a historical resource.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. No known archaeological resources occur within the project area. The project area has been previously disturbed from prior development and contains artificial fill materials. Consequently, any archaeological resources, which may have existed within the project area, have likely been disturbed. Although it is not expected that archaeological resources would be encountered during construction due to previous disturbance, future development within the project area could require excavation. Accordingly, Mitigation Measure CUL-1 is provided in the unlikely event such resources are discovered during the grading and excavation process. Upon implementation of the recommended mitigation measure, impacts would be less than significant.

Mitigation Measures:

CUL-1 If evidence of subsurface archaeological resources is found during construction, excavation and other construction activity in that area must cease and the construction contractor must contact the Director of Community and Economic Development, or designee. An archaeologist certified by the County of

[1] City of Monterey Park, *Historical Sites,* http://www.montereypark.ca.gov/677/Historical-Sites, accessed December 5, 2014.
[2] CBA, Inc., *Monterey Park General Plan Final Environmental Impact Report*, July 2001.

Los Angeles must be retained, and paid for by the developer, to evaluate the discovery before resuming grading in the immediate vicinity of the find. If warranted, the archaeologist must collect the resource and prepare a technical report describing the results of the investigation. The test-level report must evaluate the site including discussion of significance (depth, nature, condition, and extent of the resources), final mitigation recommendations, and cost estimates.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated. As noted above, the project area exists within a highly developed area and has been completely disturbed and graded. No known paleontological resources occur within the project area. Although it is not expected that paleontological resources would be encountered during construction, future development within the project area could require excavation. Thus, ground-disturbing activities could unearth undocumented subsurface paleontological resources. Accordingly, Mitigation Measure CUL-2 is provided in the unlikely event such resources are discovered during the grading and excavation process. Upon implementation of the recommended mitigation measure, impacts would be less than significant.

Mitigation Measures:

CUL-2 If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area must cease and the construction contractor must contact the Director of Community and Economic Development, or designee. A paleontologist certified by the County of Los Angeles, and paid for by the developer, must evaluate the find before allowing grading to resume in the immediate vicinity of the find. If directed by the Director of Community and Economic Development, the paleontologist must prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact With Mitigation Incorporated. No conditions exist that suggest human remains are likely to be found within the project area. Due to the level of past disturbance on-site, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during future earth removal or disturbance activities. If human remains are found, those remains would require treatment in accordance with applicable laws. Health and Safety Code Section § 7050.5 states requires that disturbances and activities must cease in and nearby any area suspected to overlie remains and the County Coroner contacted. Pursuant to Public Resources Code Section § 5097.98, if the remains are thought to be Native American, then the coroner would notify the NAHC, which would then notify the Most Likely Descendent. Accordingly, Mitigation Measure CUL-3 is provided in the event such resources or human remains are discovered during the grading and excavation process. Upon implementation of the recommended mitigation measure, impacts would be less than significant.

Mitigation Measures:

CUL-3 Should previously unknown archaeological resources or human remains be encountered during construction, grading, excavation, and other construction activity, work must be stopped immediately or redirected until a City-approved archaeologist and Most Likely Descendant, if required, can evaluate the significance of the find.

4.6 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
2) Strong seismic ground shaking?			✓	
3) Seismic-related ground failure, including liquefaction?			✓	
4) Landslides?			✓	
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓

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

1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The project area, like most of Southern California, is subject to the effects of seismic activity due to active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Earthquake Fault Zone. According to the General Plan EIR, although the City lies within a region with several active faults, there are no active faults at the ground surface within City limits. The project area is not located within an Alquist-Priolo Earthquake Fault Zone and no faults were identified in the area by Alquist-Priolo fault zone maps prepared by the California Geological Survey (CGS).[1] The General Plan Safety and Community Services Element contains goals and policies to minimize potential property damage and loss of life in the event of an earthquake including Policies 1.1 through 1.4, and 2.1 and 2.2. Compliance with General Plan goals and policies would reduce

[1] State of California Department of Conservation, *Regulatory Maps*, http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm, accessed December 10, 2014.

impacts from seismic hazards and existing building practices. As such, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

2) Strong seismic ground shaking?

Less Than Significant Impact. Southern California has numerous active seismic faults subjecting people to potential earthquake and seismic-related hazards. Seismic activity poses two types of potential hazards for people and structures, categorized either as primary or secondary hazards. Primary hazards include ground rupture, ground shaking, ground displacement, subsidence, and uplift from earth movement. Primary hazards can also induce secondary hazards such as ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires.

The City lies within a region with several active faults and several blind thrust faults. These northwest-dipping faults include the Puente Hills thrust, the Elysian Park thrust, and the East Los Angeles thrust (shallowest to deepest). These faults are capable of producing ground shaking. However, there are no active faults known to exist in the vicinity. According to the General Plan, a major earthquake produced along any of the regional fault systems has the potential to produce strong ground shaking in the City. Future development within the project area would likely experience strong seismic ground shaking during its design life, given the proximity of major faults in the Southern California region.

All building construction associated with the project would be subject to the City's existing construction regulations including, without limitation, the California Building Code (CBC) as adopted by the *Monterey Park Municipal Code* (MPMC), in order to minimize hazards during a seismic event. The CBC includes standards related to soils and foundations, structural design, building materials, and structural testing and inspections. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a process by which sediments below the water table temporarily lose strength and behave as a viscous liquid rather than a solid. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

A review of the State of California Seismic Hazard Zones Map, Los Angeles and El Monte Quadrangles indicates that the project area is not located within an area mapped as potentially liquefiable.[2] According to the General Plan, the potential for liquefaction to occur within the project area is considered low due to low groundwater levels. As noted in Response 4.6(a)(2), the CBC includes requirements for soils and foundations, structural design, building materials, and structural testing and inspections to address potential geologic hazards specific to a site. These requirements minimize the potential for hazards related to liquefiable soils. Thus, since future development projects would be designed and constructed in accordance with CBC requirements, potential impacts associated with seismic-related ground failure, including liquefaction, would be reduced to a less than significant level.

Mitigation Measures: No mitigation is required.

[2] State of California Department of Conservation, *Regulatory Maps*, http://www.quake.ca.gov/gmaps/WH/ regulatorymaps.htm, accessed December 10, 2014.

4) Landslides?

Less Than Significant Impact. Monterey Park lies within a geologic region referred to as the Los Angeles Basin. The geology forming the basin is complex, comprised on several mountain ranges and hill formations and intervening valleys. Geologic formations underlying the City consist largely of ancient marine and river deposits characterized by sandy and day-like soils. On the level ground in northeast Monterey Park, these soil types do not pose any significant development constraints. In hillside areas, however, the soils can be unstable and susceptible to sliding.

The project area is not located within an area mapped as potentially affected by earthquake-induced landslide, or as having the potential for slope instability by the State of California Seismic Hazard Zones Map Los Angeles and El Monte Quadrangles.[3] As a result, there is no potential for landslides to occur on or near the project area as a result of future development. In addition, Goal 3 and Policies 2.1 and 3.2 in the General Plan Safety and Community Services Element supports the protection of public and private properties from geologic hazards associated with steep slopes, unstable hillsides, and liquefaction-prone areas. Compliance with the General Plan goal and policies would ensure that future development associated with implementation of the proposed project would result in less than significant impacts associated with the exposure of people or structures to potential substantial adverse effects involving landslides.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Grading and earthwork activities associated with project construction activities would expose soils to potential short-term erosion by wind and water. All demolition and construction activities within the City would be subject to compliance with the CBC. Future development within the project area would be subject to compliance with the requirements set forth in the Los Angeles Regional Water Quality Control Board (LARWQCB) Stormwater Quality Management Plan (SQMP), and City of Monterey Park Standard Urban Stormwater Mitigation Plan (SUSMP) pertaining to stormwater runoff during construction activities; refer to Response 4.9(a). In compliance with the SQMP and SUSMP, future development associated with the proposed project would be required to implement Best Management Practices (BMPs) to reduce water quality impacts, including specific erosion and sediment control BMPs to be implemented during construction activities to protect stormwater runoff. In addition, construction within the project area would be required to comply with water quality, stormwater and urban runoff pollution measures included in Chapter 6.30, *Stormwater and Urban Runoff Pollution Prevention Controls*, of the Monterey Park Municipal Code. The *Stormwater and Urban Runoff Pollution Prevention Controls* chapter includes conditions and requirements established by the City's Engineering Division related to the reduction or elimination of storm water runoff pollutants.

Long-term operational impacts related to soil erosion or loss of topsoil would be required to comply with the National Pollutant Discharge Elimination System (NPDES) requirements. Substantial soil erosion or loss of topsoil is not expected to occur during long-term operations. The majority of the project area would be developed, and any pervious areas would be landscaped, which would minimize potential impacts in this regard to a less than significant level.

Compliance with applicable law would minimize effects from erosion and ensure consistency with the RWQCB Water Quality Control Plan. Future development associated with implementation of the proposed project would result in a less than significant impact regarding soil erosion.

Mitigation Measures: No mitigation is required.

[3] Ibid.

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

Less Than Significant Impact. The geologic units in Monterey Park are described in Response 4.6(a)(4), above. As stated within Response 4.6(a)(3), impacts related to liquefaction would be mitigated to a less than significant level and as demonstrated in Response 4.6(a)(4), the project area would not be subject to earthquake-induced landslides. In addition, goals and policies outlined in the General Plan would reduce the risk of landsliding or collapse to a less than significant level.

Complying with all applicable law including, without limitation, construction and design guidelines, would help prevent injury or other adverse effects potentially caused by geological hazards, including subsidence and lateral spreading. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. During inclement weather and/or excessive landscape watering, moisture infiltrates the soil and causes the soil to heave (expansion). When drying occurs the soils would shrink (contraction). Repeated cycles of expansion and contraction of soils can cause pavement, concrete slabs on grade and foundations to crack. According to the General Plan EIR, the City is underlain by sandy and clay-like soils. On level ground, these soil types do not pose any significant development constraints while in hillside areas, the soils can be unstable and susceptible to sliding. As stated, future development within the project area would be designed and constructed in accordance with applicable law which would minimize any impacts related to expansive soils. Therefore, the proposed project would not create a substantial risk to life or property from expansive soil, and a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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

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

Mitigation Measures: No mitigation is required.

4.7 GREENHOUSE GASES

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

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

Less Than Significant Impact With Mitigation Incorporated.

Global Climate Change

Global climate change involves alterations to long-term average weather trends that can be measured by changes in temperature, wind patterns, and precipitation (U.S. Climate Change Science Program 2009). Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters the Earth's atmosphere and a portion of the radiation is absorbed by the Earth's surface. This absorbed radiation is then emitted from the Earth as low-frequency infrared radiation; is absorbed and re-emitted by GHGs; and then absorbed and emitted radiation in the infrared spectrum. As a result, infrared radiation that otherwise would have escaped back into space is trapped, resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on Earth. The vast majority of scientific consensus agrees that human-related emission of GHGs above naturally occurring levels is a significant contributor to global climate change (U.S. Climate Change Science Program 2009). GHGs include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ground-level ozone (O_3), and fluorinated gases such as chlorofluorocarbons and hydrochlorofluorocarbons (USEPA 2013).

In *Massachusetts v. Environmental Protection Agency* (2007) 549 U.S. 497, the United States Supreme Court determined that the USEPA has the authority to regulate GHGs as pollutants under the Clean Air Act (42 U.S. Code [USC] § 7401, et seq.) (Center for Climate and Energy Solutions 2013). Unlike criteria pollutants and toxic air contaminants (TACs) (which are pollutants of regional and local concern), however, GHGs are pollutants of global concern. While criteria pollutants and TACs with localized air quality effects have relatively short atmospheric lifetimes, GHGs have long atmospheric lifetimes. GHGs persist in the atmosphere for long enough time periods to be dispersed around the world. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables, it is understood that currently more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration (Seinfeld and Pandis 1998).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, electric utility, residential, commercial, and agricultural sectors (CARB 2009). In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (CARB 2009). California experienced a statewide GHG reduction from 464 million metric tons (MMT) of CO_2 equivalent (CO_2e) in 2000 to 457 MMT of CO_2e in 2009, resulting in a decrease of 1.5 percent between 2000 and 2009. The 2009 levels are the lowest in the ten-year period while the highest level of 489 MMT of CO_2e was experienced in 2007. Since 1990 GHG emissions have increased approximately 5.5 percent through 2009. A 5.8 percent decrease in emissions from 2008 through 2009 did occur. This, however, is attributed to the slower

economy. This decreasing trend is also reflected in the national emissions decrease of 6.1 percent for the same period (CARB 2011). For comparison, the national total GHG emissions in 2009 were 6,633 MMT of CO_2e (USEPA 2011), of which California's emissions represent 6.9 percent.

Regulations and Significance Criteria

Currently, neither the State of California nor the City of Monterey Park have established CEQA significance thresholds for GHG emissions. Indeed, many regulatory agencies are sorting through suggested thresholds and/or making project-by-project analyses. This approach is consistent with that suggested by CAPCOA in its technical advisory entitled *CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act Review* (California Air Pollution Control Officers Association [CAPCOA] 2008):

> *"In the absence of regulatory standards for GHG emissions or other specific data to clearly define what constitutes a 'significant project', individual lead agencies may undertake a project- by-project analysis, consistent with available guidance and current CEQA practice."*

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2eq)[1] concentration is required to keep global mean warming below 2 degrees Celsius (ºC), which in turn is assumed to be necessary to avoid dangerous climate change.

Executive Order S-3-05 was issued in June 2005, which established the following GHG emission reduction targets:

- 2010: Reduce GHG emissions to 2000 levels;
- 2020: Reduce GHG emissions to 1990 levels; and
- 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Executive Orders are binding on State agencies. Accordingly, S-3-05 guides State agencies' efforts to control and regulate GHG emissions, but has no direct binding effect on local efforts.

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 (Health and Safety Code §§ 38500, *et seq*.), requires that the California Air Resources Board (CARB) determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons (MMT) of CO_2eq.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

In June 2008, the California Governor's Office of Planning and Research (OPR) published a Technical Advisory, which provides informal guidance for public agencies as they address the issue of climate change in *CEQA* documents.[2] This is assessed by determining whether a proposed project is consistent with or obstructs the 39 Recommended Actions identified by CARB in its Climate Change Scoping Plan which includes nine Early Action Measures (qualitative approach). The Attorney General's Mitigation Measures identify areas were GHG emissions reductions can be achieved in order to achieve the goals of AB 32. As set forth in the OPR Technical Advisory and in the proposed amendments to the *CEQA Guidelines* Section 15064.4, this analysis examines whether the proposed

[1] Carbon Dioxide Equivalent (CO_2eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

[2] Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, 2008.

project's GHG emissions are significant based on a qualitative and performance based standard (*CEQA Guidelines* Section 15064.4(a)(1) and (2)).

City of Monterey Park Thresholds

The City has prepared the *City of Monterey Park Climate Action Plan* (January 2012) that outlines a roadmap to reducing community GHG emissions and promoting economic growth based on clean technology and sustainable practices. The primary purpose of the *Climate Action Plan* (CAP) is to set forth a comprehensive strategy to address GHG emissions related to land use, transportation, building design, energy use, water demand, and waste generation. The CAP focuses GHG-reducing efforts to areas that will have the greatest environmental benefit, have the least financial cost (or even savings), and preserve the character of the community. The CAP provides strategies and programs for government facilities, businesses, and residents that can lead to a reduction of GHG emissions from daily activities.

The CAP was developed to serve as the City's qualified GHG-reduction plan and programmatic tiering document for the purposes of CEQA for analysis of impacts of GHG emissions and climate change. The City determined that the reduction target under the CAP would result in GHG emissions from activities covered by the CAP that are less than cumulatively considerable under CEQA. As the CAP has undergone CEQA environmental review (Initial Study/Mitigated Negative Declaration dated June 29, 2012) and was publicly adopted by City Council on 2012, and because it is intended to reduce GHG emissions in the City to a less-than-cumulatively-considerable level, it may be relied upon to address the impacts for future projects that are consistent with the CAP. Based on guidance at the state level, the City set an emissions target of 15 percent below 2009 levels by 2020 and 49 percent below 2009 levels by 2035. Currently, as a numerical threshold for determining the significance of GHG emissions, the SCAQMD thresholds is used and explained in further detail below.

SCAQMD Thresholds

The SCAQMD has formed a GHG CEQA Significance Threshold Working Group (Working Group) to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting No. 15) held in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency.[3]

With the tiered approach, the project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. For all non-industrial projects, the SCAQMD is proposing a screening threshold of 3,000 $MTCO_2eq$ per year. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, the project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. Under the Tier 4 second option the project would be excluded if it had early compliance with AB 32 through early implementation of CARB's Scoping Plan measures. Under the Tier 4 third option, the project would be excluded if it was below an efficiency-based threshold of 4.8 $MTCO_2eq$ per service population (SP) per year.[4] Tier 5 would

[3] The most recent SCAQMD GHG CEQA Significance Threshold Working Group meeting was held on September 2010.

[4] The project-level efficiency-based threshold of 4.8 $MTCO_2eq$ per SP per year is relative to the 2020 target date. The SCAQMD has also proposed efficiency-based thresholds relative to the 2035 target date to be consistent with the GHG reduction target date of SB 375. GHG reductions by the SB 375 target date of 2035 would be approximately 40 percent. Applying this 40 percent reduction to the 2020 targets results in an efficiency threshold for plans of 4.1 $MTCO_2eq$ per SP per year and an efficiency threshold at the project level of 3.0 $MTCO_2eq$/year.

exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

GHG efficiency metrics are utilized as thresholds to assess the GHG efficiency of a project on a per capita basis or on a "service population" basis (the sum of the number of jobs and the number of residents provided by a project) such that the project would allow for consistency with the goals of AB 32 (i.e., 1990 GHG emissions levels by 2020 and 2035). GHG efficiency thresholds can be determined by dividing the GHG emissions inventory goal of the State, by the estimated 2035 population and employment. This method allows highly efficient projects with higher mass emissions to meet the overall reduction goals of AB 32, and is appropriate, because the threshold can be applied evenly to all project types (residential or commercial/retail only and mixed use).

Tier 3 excludes projects with annual emissions lower than a screening threshold. For all non-industrial projects, the SCAQMD proposes a screening threshold of 3,000 $MTCO_2eq$ per year. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact. In accordance with discussions with City staff and since the project involves the infill development of mixed land uses within a Specific Plan area, the 3,000 $MTCO_2eq$ per year non-industrial screening threshold has been selected as the significance threshold, as it is most applicable to the proposed project.[5] The 3,000 $MTCO_2eq$ per year threshold is used in addition to the qualitative thresholds of significance set forth below from Section VII of Appendix G to the CEQA Guidelines.

Project-Related Sources of Greenhouse Gases

Project-related GHG emissions would include emissions from direct and indirect sources. If implemented, the proposed project would allow various developments to be constructed up to a maximum development potential, consistent with the Specific Plan. Future development could result in direct and indirect emissions of CO_2, N_2O, and CH_4, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions from future development within the project area include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Table 4.7-1, *Estimated Greenhouse Gas Emissions*, estimates the CO_2, N_2O, and CH_4 emissions associated with future development consistent with the proposed project. Construction emissions would be speculative and have not been quantified at this time, as no specific development proposals have been formulated at the Specific Plan level. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. CalEEMod relies upon trip generation rates from the ITE Trip Generation Manual, 9th Edition, and the proposed project specific land use data to calculate emissions. Accordingly, if fully developed consistent with the proposed project, the future development projects could generate up to 4,336 net daily trips based on current ITE trip generation rates. Table 4.7-1, *Estimated Greenhouse Gas Emissions*, presents the estimated CO_2, N_2O, and CH_4 emissions of the proposed project. The CalEEMod outputs are contained within the Appendix A, *Air Quality/Greenhouse Gas Data*.

Direct Project-Related Sources of Greenhouse Gases

- *Area Source*. The proposed project would directly result in a nominal amount of area source emissions.
- *Mobile Source*. CalEEMod relies upon trip generation rates from the ITE Trip Generation Manual, 9th Edition, and the proposed project specific land use data to calculate mobile source emissions. The proposed project could directly result in 3,708.63 $MTCO_2eq/yr$ of mobile source-generated GHG emissions; refer to Table 4.7-1.

[5] Written Communication, Ms. Samantha Tewasart, Senior Planner, Planning Division, City of Monterey Park, March 19, 2015.

Table 4.7-1
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O		Total $MTCO_2eq$[3]
	MT/yr[1]	MT/yr[1]	$MTCO_2eq$[2]	MT/yr[1]	$MTCO_2eq$[2]	
Direct Emissions						
Area Source	0.00	0.00	0.00	0.00	0.000	0.00
Mobile Source	3,704.83	0.15	3.80	0.00	0.00	3,708.63
Total Unmitigated Direct Emissions[3]	*3,708.63 $MTCO_2eq$*					
Indirect Emissions						
Energy	487.28	0.02	0.53	0.00	1.40	489.21
Water Demand	48.80	0.27	6.70	0.00	2.00	57.50
Waste	23.44	1.39	34.60	0.00	0.00	58.04
Total Unmitigated Indirect Emissions[3]	*604.75 $MTCO_2eq$*					
Total Unmitigated Project-Related Emissions	***4,313.38 $MTCO_2eq$***					

Notes:
1. Emissions calculated using the California Emissions Estimator Model.
2. CO_2 Equivalent values calculated using the U.S. EPA Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/ cleanenergy/energy-resources/calculator.html, accessed March 2015.
3. Totals may be slightly off due to rounding.

Refer to Appendix A, *Air Quality/Greenhouse Gas Data*, for detailed model input/output data.

Indirect Project-Related Sources of Greenhouse Gases

- *Energy Consumption*. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Electricity would be provided to the project site via Southern California Edison (SCE). Future development associated with the proposed project, could indirectly result in 489.21 $MTCO_2eq$/year due to energy consumption; refer to Table 4.7-1.

- *Water Demand*. The proposed project operations that could occur with the maximum development allowed by the South Garfield Village Specific Plan would result in a demand of approximately 8.14 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 57.50 $MTCO_2eq$/year.

- *Solid Waste*. Solid waste associated with future development consistent with the proposed project could result in 58.04 $MTCO_2eq$/year; refer to Table 4.7-1.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 4.7-1, the total amount of project-related "business as usual" GHG emissions from direct and indirect sources combined would total 4,313.38 $MTCO_2eq$/yr.

Project Design Features

As depicted in Table 4.7-1, the proposed project's "business as usual" GHG emissions assuming the maximum development allowed by the proposed project would be 4,313.38 $MTCO_2eq$/yr, which would exceed the 3,000 $MTCO_2eq$/yr GHG threshold. The proposed project includes project design features that would reduce project-related GHG emissions. Future development associated with the proposed project would increase land use diversity (the project area includes commercial and retail/restaurant uses) and employment density (259.31 jobs/acre). The proposed project would allow for infill development that would place residential and retail uses less than 0.01-mile from local bus lines. The project area is also within two miles of shopping, entertainment, dining, and the downtown

area of Monterey Park. The project design features would further reduce operational GHG emissions within the project area.

Mitigated Greenhouse Gas Emissions

With implementation of Mitigation Measure GHG-1, future development within the project area would be required to incorporate sustainable practices which include water, energy, solid waste, and transportation efficiency measures (sustainable building materials, water efficient irrigation systems, energy efficient lighting, installing low-flow faucets, toilets, and showers, and a transportation demand management plan). Implementation of Mitigation Measure GHG-1 would result in reduced project-related GHG emissions. GHG reductions were applied using CalEEMod. Table 4.7-2, *Mitigated Greenhouse Gas Emissions*, shows the reduced GHG emissions resulting from implementation of Mitigation Measure GHG-1 associated with water, energy, solid waste, and transportation efficiency measures.

Table 4.7-2
Mitigated Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O		Total $MTCO_2eq$[3]
	MT/yr[1]	MT/yr[1]	$MTCO_2eq$[2]	MT/yr[1]	$MTCO_2eq$[2]	
Existing Greenhouse Gas Emissions						
Area Source	2.29	0.00	0.06	0.00	0.015	2.37
Energy	12.60	0.00	0.01	0.00	0.05	12.66
Mobile Source	76.08	0.00	0.08	0.00	0.00	76.16
Waste	0.81	0.05	1.20	0.00	0.00	2.01
Water Demand	2.76	0.02	0.38	0.00	0.11	3.25
Total Existing Emissions[3]	*96.45 $MTCO_2eq$*					
Proposed Project-Related Mitigated Greenhouse Gas Emissions						
Area Source	0.00	0.00	0.00	0.00	0.00	0.00
Energy	463.08	0.02	0.53	0.00	1.30	464.91
Mobile Source	2,358.97	0.10	2.50	0.00	0.00	2,361.47
Waste	11.72	0.69	17.30	0.00	0.00	29.02
Water Demand	41.25	0.21	5.40	0.00	1.60	48.25
Total Proposed Project-Related Mitigated Emissions[3]	*2,903.65 $MTCO_2eq$*					
TOTAL NET GREENHOUSE GAS EMISSIONS	***2,807.21 $MTCO_2eq$***					

Notes:
1. Emissions calculated using the California Emissions Estimator Model.
2. CO_2 Equivalent values calculated using the U.S. EPA Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/cleanenergy/energy-resources/calculator.html, accessed March 2015.
3. Totals may be slightly off due to rounding.

Refer to Appendix A, *Air Quality/Greenhouse Gas Data*, for detailed model input/output data.

Reduction measures accounted for in Table 4.7-2 (project design features and required by Mitigation Measure GHG-1) include the following:

Project Design Features:

- Increased diversity of land uses;
- Increased density of 259.31 jobs per acre;
- Improved destination accessibility, as the project area is located within two miles to downtown; and
- Transit accessibility, as the project area is located within 0.01 miles of LA Metro bus transit stops.

Required in Mitigation Measure GHG-1:

- Pedestrian connections to the off-site circulation network;
- Energy efficient buildings, 15 percent above California Code of Regulations Title 24 requirements;
- Water conservation programs in compliance with *Monterey Park Municipal Code* (MPMC) Chapter 6.31;
- Water-efficient irrigation systems in compliance with MPMC Chapter 6.31;
- Low-flow faucets, toilets, and showers;
- No gas hearths;
- Institute recycling and composting services to reduce solid waste by at least 50 percent; and
- Implementation of a Transportation Demand Management (TDM) Plan including a trip reduction program, subsidized or discounted transit program, vanpool/shuttle services, ride sharing program, for which all employees shall be eligible to participate.

Conclusion

As depicted in Table 4.7-2, future development consistent with the proposed project would result in project-related GHG emissions of 2,807.21 $MTCO_2eq/yr$. Therefore, the proposed project would not exceed the 3,000 $MTCO_2eq/yr$ significance threshold. As described above, the project design features would further reduce operational GHG emissions due to the Specific Plan's design, location, and implementation of various energy and water use efficiency, waste reduction, and transportation demand management measures. Impacts in this regard would be less than significant.

Mitigation Measures:

GHG-1 The following is a list of potential design features that should be incorporated into the Specific Plan and future projects to ensure consistency with adopted statewide plans and programs. Before the City issues building permits or certificates of occupancy for an individual project, the Community and Economic Development Director, or designee, should review and approve the incorporation of project design features noted below.

Transportation

- Provide pedestrian connections to the off-site circulation network.
- Implementation of a Transportation Demand Management (TDM) Plan including the following measures:
  - Provide pedestrian connections to the off-site circulation network. All uses must be internally linked to all existing or planned external streets and pedestrian facilities contiguous with the project site. This includes eliminating barriers (e.g., walls, landscaping) that impede pedestrian circulation, access, and interconnectivity.
  - Implement a trip reduction program, for which all employees are eligible to participate. Under a voluntary trip reduction program, monitoring and reporting is not required, and at least a one (1) percent reduction in commute trips must be achieved.
  - Implement a subsidized or discounted transit program, for which all employees are eligible to participate. The transit subsidies should reduce commute trips by at least 0.3 percent;
  - Provide vanpool/shuttle services, for which all employees are eligible to participate. The vanpool/shuttle services should reduce commute trips by at least 0.3 percent;
  - Provide a ride sharing program, for which all employees are eligible to participate. The ridesharing program should reduce commute trips by at least 1.0 percent (Occupancy Permit).

Energy Efficiency

- Design buildings to be energy efficient, 15 percent above Code of California Regulations Title 24 requirements.
- Install high efficiency lighting, and energy efficient heating and cooling systems.
- Install energy efficient appliances (e.g., clothes washers, dishwashers, refrigerators, fans).
- Reduce unnecessary outdoor lighting.

Water Conservation and Efficiency

- Compliance with MPMC Chapter 6.31, Water Efficient Landscapes.
- Install water efficient irrigation systems and landscapes, as well as incorporate water reducing features and low-flow or high-efficiency water fixtures into the buildings that reduce outdoor irrigation water use by at least 6.1 percent.

Solid Waste

- Reuse and recycle construction and demolition waste (including, without limitation, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas;
- Institute recycling services and composting services to reduce solid waste by at least 50 percent.

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

Less Than Significant Impact. The City adopted a CAP in January 2012 as a comprehensive strategy to address GHG emissions related to land use patterns, transportation, building design, energy use, water demand, and waste generation. The CAP evaluates current GHG emissions and forecasts "business-as-usual" emissions in Monterey Park. In addition, the GHG emission reduction strategies, actions, and quantified measures presented in the CAP that include building energy, transportation, land use, and consumption and solid waste are designed to advance the General Plan's mission to enhance quality of life and economic well-being in the community.

The GHG strategy recommends measures and actions that translate the CAP's vision into tangible actions. Actions define the specific steps that the City will take to implement the CAP and achieve the reduction targets. GHG reductions result from implementation of each strategy (i.e., measures and actions). Project consistency with the recommended GHG measures is discussed in Table 4.7-3, *Consistency with the City's Climate Action Plan*.

As depicted in Table 4.7-3, the proposed project would be consistent with the City of Monterey Park's CAP, which is the applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. In addition, the proposed project would include project design features that would reduce GHG emissions. As the proposed project would be consistent with the City's CAP, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

Table 4.7-3
Consistency with the City's Climate Action Plan

Climate Action Plan Measure	Project Consistency
Building Efficiency	
E1. Efficiency Requirements for New Development. The City, in coordination with the California Building Standards Commission and the California Energy Commission, will adopt energy efficiency regulations for new construction projects to meet Tier 1 energy efficiency standards (contained in Section 503.1.2 of the 2008 California Green Building Code [CGBC]).	**Consistent.** The Specific Plan proposes increases in additional non-residential development for an increase in commercial and retail uses. Future projects under the Specific Plan would be designed in compliance with Title 24 Tier 1 of the California Code of Regulations (e.g., exceed current efficiency standards by 15 percent).
E2. Building Retrofits. The City can focus programming in and renovations in neighborhoods where these upgrades are most needed and maximize participation in the Los Angeles County Energy Upgrade California Program.	**Consistent.** Guiding Principle 2.3.1 of the Specific Plan promotes the use of vacant and underutilized properties to encourage revitalization of the neighborhood commercial business area.
E3. Appliance Upgrades. The City will partner with SCE, the Southern California Gas Company (SoCal Gas), and the Metropolitan Water District (MWD), and provide additional outreach to the community to increase awareness.	**Consistent.** Future projects under the Specific Plan would be required to install high efficiency lighting, and energy efficient heating and cooling systems and energy efficient appliances (e.g., clothes washers, dishwashers, refrigerators, fans).
Land Use	
LU2. Service Nodes. The City will revise the zoning regulations to allow for commercial and retail services in employment centers.	**Consistent.** Guiding Principle 2.3.1 of the Specific Plan is to create a highly desirable neighborhood commercial district that complements the surrounding neighborhood and takes advantage of nearby retail draws.
Transportation	
T1. Increase Transit Use.	
T1.1. Lower Cost of Riding Transit. The City will expand the program to provide either discounts to other resident groups, such as students, or increase the subsidy in order to lower the barrier to transit ridership.	**Consistent.** Future projects under the Specific Plan would be required to provide a subsidized or discounted transit program, for which all employees shall be eligible to participate. In addition, a Specific Plan objective is to improve mobility in the area and connectivity to the surrounding neighborhoods. With the anticipation for the future Gold Line transit station and the current access to local bus transit routes, the Specific Plan would better serve the area and surrounding neighborhoods.
T1.2. Promote Use of Transit Network. The City will develop marketing or outreach programs to promote the use of the Spirit Bus and other transit options.	**Consistent.** Guiding Principle 2.3.2 of the Specific Plan is to provide citywide flow on Garfield Avenue and enhance safety. As the Specific Plan area is served by three transit lines, Spirit Bus, LA Metro Bus, and Montebello Bus Line, the proposed project would enhance existing transit services by improving circulation and access to the project area.
T2. Increase Walking and Biking.	
T2.1. Expand Pedestrian Network and Increase Bicycle Parking The City will focus on implementation of traffic-calming projects and other necessary pedestrian amenities and safety improvements to enable walking as an attractive travel mode.	**Consistent.** Guiding Principle 2.3.2 of the Specific Plan is to enhance walkability within South Garfield Village and to create a safe and attractive street for all users. The Specific Plan would focus on enhancing pedestrian walkways to connect between buildings, sidewalks, parking areas, and common areas. Pedestrian crossing areas would be enhanced with striping, paving, bollards, bulb-outs, or other design features that notify drivers of pedestrian activities. Additionally, when parking is provided behind buildings, pedestrian plazas, or walkways would connect to rear parking areas.

Table 4.7-3 [continued]
Consistency with the City's Climate Action Plan

Climate Action Plan Measure	Project Consistency
The City will also identify opportunities to install bicycle parking in public spaces or to modify existing parking requirements for bicycles, with the aim of increasing the supply of bicycle parking and work with local employers to facilitate the expansion or provision of these facilities.	**Consistent.** Guiding Principle 2.3.2 of the Specific Plan is to create a safe and attractive street for all users. The Specific Plan would support the use of bicycle facilities by encouraging bicycle racks and storage lockers on all properties and providing adequate spacing between multiple bicycle racks to allow users to easy access and security.
T2.2. Provide End-Of-Trip Facilities The City will work with local employers to facilitate the expansion or provision of these facilities.	**Consistent.** Refer to Response to T2.1.
T3. Transportation Demand Management The City will designate a TDM Coordinator who will promote these programs at local businesses, showcase the current municipal program as an example, and encourage additional TDM at existing and future businesses.	**Consistent.** Future projects under the Specific Plan would be required to implement a Transportation Demand Management (TDM) Plan including a trip reduction program, subsidized or discounted transit program, vanpool/shuttle services, ride sharing program, for which all employees are eligible to participate. In addition, Specific Plan objectives are to improve mobility in the area and connectivity to the surrounding neighborhoods as well as enhance the public right of way to create a village atmosphere. With implementation of design standards and guidelines to create these opportunities, the Specific Plan provides enhanced mobility and connectivity to the City.
Waste Conservation and Waste Reduction	
W1. Conserving Water. The City will continue to work with the San Gabriel Valley Water District to complete re-irrigation and re-vegetation of medians throughout the City with water-efficient irrigation equipment and native vegetation, and to expand the California native plant palette concept to other City facilities and large, private employers. The City will implement programs and actions in the UWMP with the goal of reducing water consumption by 20% per capita by 2020 (in compliance with SB 7X and the 2010/2011 UWMP). The City will also work with MWD to increase participation in these programs and raise awareness of water conservation practices.	**Consistent.** Future projects under the Specific Plan would comply with MPMC Chapter 6.31, Water Efficient Landscapes, install water efficient irrigation systems and landscapes, as well as incorporate water reducing features and low-flow or high-efficiency water fixtures into the buildings.
W2. Reducing Waste. The City will conduct a variety of outreach programs to increase participation in waste reduction, recycling, and composting programs	**Consistent.** Future projects under the Specific Plan would be required to reuse and recycle construction and demolition waste, institute recycling services and composting services to reduce solid waste by at least 50 percent, and provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas.

Source: City of Monterey Park, *Climate Action Plan*, January 2012.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓

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

Less Than Significant Impact. Future development within the project area would involve construction activities associated with site preparation, grading, and construction, as well as operation of additional non-residential development. Generally, the exposure of persons to hazardous materials could occur in the following manners: 1) improper handling or use of hazardous materials or hazardous wastes during construction or operation of future development, particularly by untrained personnel; 2) an accident during transport; 3) environmentally unsound disposal methods; or 4) fire, explosion or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Construction activities associated with future development may involve the routine transport, use, or disposal of hazardous materials, such as petroleum-based fuels or hydraulic fluid used for construction equipment. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for hazards associated with the transport and use of hazardous materials. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

Cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in the regular maintenance of buildings and landscaping would likely be utilized by future development. The materials would be similar to those found in common household products, such as cleaning products or pesticides. While the risk of exposure to hazardous materials cannot be eliminated, measures can be implemented to reduce risk to acceptable levels. Adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials, and the safety procedures mandated by applicable Federal, State, and local laws and regulations, which would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with future development in the project area would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Operations of future land uses within the project area in accordance with the proposed project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed project would allow for the future development of approximately 110,000 square feet of non-residential uses within the project area. Thus, the proposed project could increase the potential for a significant hazard to the public or the environment through accidental conditions involving hazardous materials. Typical incidents that could result in accidental release of hazardous materials may include leaking storage tanks or spills during storage, use, or transport.

Leaking Storage Tanks

Chemicals and wastes stored in aboveground storage tanks (ASTs) or underground storage tanks (USTs) would be required to follow regulations from the Los Angeles County Fire Department (LACFD) Health Hazardous Materials Division (HHMD). The LACFD HHMD is the Certified Unified Program Agency (CUPA) under the City's jurisdiction.[1] Aboveground tanks storing hazardous chemicals would have secondary containment to collect fluids that are accidentally released. Underground storage tanks and connecting piping would be double-walled and would have monitoring devices with alarms installed to constantly monitor for unauthorized releases in accordance with Federal and State standards. Therefore, with adherence to Federal, State, and local laws and regulation, impacts in this regard would be less than significant.

Storage and Handling

Per the existing LACFD standards and regulations, hazardous materials are required to be stored in designated areas designed to prevent accidental release to the environment. California Building Code (CBC) requirements, as adopted by the *Monterey Park Municipal Code* (MPMC), prescribe safe accommodations for materials that present a

[1] City of Monterey Park, *Hazardous Materials,* http://www.montereypark.ca.gov/371/Hazardous-Materials, accessed December 15, 2014.

moderate explosion hazard, high fire or physical hazard, or health hazards. Compliance with all applicable Federal, State, and local laws related to the storage of hazardous materials would be required to maximize containment and provide for prompt and effective clean-up, if an accidental release occurs, thereby ensuring that a less than significant impact would occur.

Specific activities related to the use of hazardous materials would be required to comply with Federal, State, and local laws to eliminate or reduce the consequence of hazardous materials accidents. Occupational safety standards ensure worker safety in the handling and use of hazardous materials and minimize worker safety risks from both physical and chemical hazards in the workplace. The Division of Occupational Safety and Health (Cal/OSHA) requires many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle. Thus, with implementation of the existing regulations pertaining to the use of hazardous materials, impacts in this regard are less than significant.

Any California business that stores hazardous substances in underground storage tanks are required to follow the Health and Safety Code for underground storage of hazardous substances,[2] and the underground tank regulations.[3] In the event that a hazardous materials spill or unauthorized release of a hazardous material or hazardous waste related incident occurs, the LACFD HHMD provides 24-hour emergency services in response to hazardous materials spills or releases and abandonment that occur in areas of HHMD CUPA jurisdiction. Any spill or unauthorized release of a hazardous material or hazardous waste that poses a threat to life, health, property or the environment must be reported to the following agencies: the local emergency response agency, LACFD HHMD, the California Emergency Management Agency, California State Warning Center, and if applicable, the National Response Center, and may require the State certified clean-up contractors services to ensure the proper removal, handling, transportation, and disposal of the released material.

The Hazardous Materials Release Response Plans and Inventory Law of 1985 (or the Business Plan Act) requires that a business that uses, handles, or stores hazardous materials above a certain quantity prepare a plan which must include an inventory of hazardous substances on the premises. Commercial businesses in the City that use hazardous materials could include dry cleaners, film processors, auto service providers, landscape contractors, and computer component manufacturers, among others. Hazardous waste generators and users in the City are required to comply with regulations enforced by several federal, state, and county agencies, aimed toward reducing risk associated with human exposure to hazardous materials and minimizing adverse environmental effects. The Monterey Park Fire Department (MPFD) coordinates with the LACFD HHMD to ensure appropriate reporting and compliance. The proposed project would allow non-residential development with permitted uses such as retail, service businesses, eating and drinking establishments, entertainment/cultural, office, medical uses, educational institutions, and accessory uses. Major hazardous materials accidents associated with neighborhood shopping and commercial services uses are infrequent and additional emergency response capabilities are not anticipated to be necessary to respond to the potential incremental increase in the number of incidents that could result from future development within the Plan area. Further, adherence to applicable regulations would be required to reduce any potential consequences of a hazardous materials incident during operations. Thus, impacts in this regard would be less than significant.

Off-Site Transport

Transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. The potential exists for licensed vendors to transport hazardous materials to and from new commercial sites within the Plan area, as a result of the subsequent projects constructed pursuant to the proposed project. Accidental releases would most likely occur in the commercial areas and along transport routes leading to and from these areas. The

[2] California's Health and Safety Code, Division 20, Chapter 6.7.
[3] California Code of Regulations, Title 23, Division 3, Chapter 16.

City's street setback requirements minimize the direct damage that may occur from transportation-related hazardous waste spills. Additionally, the Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the Code of Federal Regulations, and implemented by Title 13 of the California Code of Regulations (CCR). Appropriate documentation would be provided for all hazardous waste that is transported in connection with project-specific activities, as required for compliance with existing hazardous materials regulations. Compliance with all applicable Federal and State laws related to the transportation of hazardous materials would reduce the likelihood and severity of accidents during transit, thereby ensuring that a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The proposed project would allow for future development of neighborhood shopping and commercial service uses. The closest school, Bella Vista Elementary School, is located approximately 0.4-mile to the west of the project area. The development and operation of neighborhood shopping and commercial services uses could involve the use of minimal amounts of hazardous materials such as cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in the regular maintenance of buildings and landscaping. Hazardous emissions or the handling of hazardous materials, substances and waste are not anticipated to be part of the proposed project, therefore impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Government Code Section 65962.5 refers specifically to a list of hazardous waste facilities compiled by the Department of Toxic Substances Control (DTSC). The project area is not included on the DTSC's hazardous waste facilities list.[4] Therefore, the Plan area has not been included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Potential hazards to construction workers and the public may occur from construction activities on existing sites that may potentially be contaminated, although not listed. Also, redevelopment of these sites could expose the public to hazardous materials in the future. Since the proposed project does not include any specific development projects, future development would be evaluated on a project-by-project basis to determine if such sites are listed on a current regulatory hazardous materials site list or contain hazardous materials or conditions. If it is determined that hazardous materials or conditions occur within the area, compliance with all applicable Federal and State laws related to hazardous materials sites would reduce impacts to less than significant. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

[4] Department of Toxic Substances Control, *Hazardous Waste and Substance Site List (CORTESE)*, http://www.calepa.ca.gov/SiteCleanup/CorteseList/default.htm, accessed on December 15, 2014.

No Impact. The project area is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest airport to the project area is the El Monte Airport, located 11 miles to the northeast. The project area is not located within El Monte Airport Layout Plan. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. Refer to Response 4.8(e).

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The City participates in the Standardized Emergency Management System (SEMS), which provides a framework for coordinating multi-agency emergency responses in case of a hazardous material emergency. The City's SEMS incorporates mutual aid agreements, establishes lines of communication during emergencies, and standardizes incident command structures. The City's SEMS prepares City employees to react quickly and specifically to any hazardous materials accident, with the MPFD leading the response team. The SEMS also includes provisions for the MPFD to maintain records of all hazardous materials stored and used at businesses in the community, thus ensuring appropriate response to any individual incident.

The proposed project involves improvements to South Garfield Avenue and Pomona Boulevard with implementation of a landscaped median and mid-block crossing along South Garfield Avenue, new entry enhancements, bump-outs and parklets at various locations. The project area can be accessed from various points including major entryways from South Garfield Avenue, Pomona Boulevard and East Riggin Street. Additionally, roadways within and around the project area may be subject to temporary closures during construction within the project area. However, construction activities, which may result in temporary road closures, would not significantly impair implementation of, or physically interfere with an emergency response plan or emergency evacuation plan, as additional roadways would be available for emergency response and evacuation. Fire department access and/or fire lanes would be identified on the approved site plan for new developments. Under California Fire Code Section 503, as adopted by the MPMC, the proposed project would be reviewed by the MPFD to require that adequate access is provided and maintained.[5] The proposed project would not affect the existing emergency service operations. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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

No Impact. The project area and surrounding areas are urbanized. The project area is not located within or adjacent to a potential wildland fire area as identified by the General Plan EIR. Future development within the project area would likely introduce additional ornamental landscaping, which is not anticipated to create hazardous fire conditions. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

[5] Monterey Park Fire Department, *Guidelines for Fire Department Access,* November 7, 2013.

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4.9 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			✓	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			✓	
f. Otherwise substantially degrade water quality?			✓	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
j. Inundation by seiche, tsunami, or mudflow?				✓

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Urban runoff (both dry and wet weather) discharges into storm drains and, in most cases, flows directly to creeks, rivers, lakes, and the ocean. Polluted runoff can have harmful effects on drinking water, recreational water, and wildlife. Urban runoff pollution includes a wide array of environmental, chemical, and biological compounds from both point and non-point sources. In the urban environment, stormwater characteristics depend on site conditions (e.g., land use; impervious cover; pollution prevention; types and amounts of Best Management Practices [BMPs]); rain events [duration; amount of rainfall; intensity; and time between events;]; soil type and particle sizes; multiple chemical conditions; the amount of vehicular traffic; and atmospheric deposition). Major pollutants typically found in runoff from urban areas include sediments; nutrients; oxygen-demanding substances; heavy metals; petroleum hydrocarbons; pathogenic; and bacteria.

Urban runoff can be divided into two categories: dry and wet weather urban runoff.

- Dry weather urban runoff occurs when there is no precipitation-generated runoff. Typical sources include landscape irrigation runoff; driveway and sidewalk washing; noncommercial vehicle washing; groundwater seepage; fire flow; potable water line operations and maintenance discharges; and permitted or illegal non stormwater discharges.

- Wet weather urban runoff refers collectively to non-point source discharges that result from precipitation events. Wet weather runoff includes stormwater runoff. Stormwater discharges are generated by runoff from land and impervious areas such as paved streets and parking lots, building rooftops.

Wet- and dry-weather runoff typically contains similar pollutants of concern. However, except for the first flush concentrations following a long period between rainfall, the concentrations levels found in wet weather flows are typically lower than levels found in dry weather flows because the larger wet weather flows dilute the amount of pollution in runoff waters. Most urban stormwater discharges are considered non-point sources and are regulated by a National Pollutant Discharge Elimination System (NPDES) Municipal General Permit or Construction General Permit.

As part of Clean Water Act § 402, the U.S. Environmental Protection Agency (EPA) established regulations under the NPDES program to control direct storm water discharges for construction activities disturbing one acre or more of land. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the California Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The City is within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB).

The proposed project's water quality impacts would be short-term during the earthwork and construction phase, and following construction, and long-term associated with future development projects.

Short-Term Construction

Construction controls are separated from other water quality management because the measures are temporary and specific to the type of construction. Construction activities associated with future development projects have the potential to produce typical pollutants. Generally, standard safety precautions for handling and storing construction materials can adequately reduce the potential pollution of stormwater by these pollutants. These types of standard procedures can be extended to non-hazardous stormwater pollutants such as sawdust, concrete washout, and other wastes.

Grading activities can greatly increase erosion processes, leading to impacts on storm drains and sediment loading to storm runoff flows. Two general strategies are recommended to prevent soil materials from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed; and second, any development site should be secured to control off-site transport of pollutants.

Future development within the project area must comply with various stormwater regulations including, without limitation, *Monterey Park Municipal Code* (MPMC) Chapter 6.30 (*Stormwater and Urban Runoff Pollution Prevention Controls*). The NPDES permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with

Construction Activity Construction General Permit Order 2009-0009-DWQ.[1] Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. To obtain coverage for discharges under the General Construction Permit, dischargers are required to electronically file the Permit Registration Documents (PRDs), which include a Notice of Intent (NOI), Storm Water Pollution Prevention Plan (SWPPP), and other compliance related documents required by the General Permit and mail the appropriate permit fee to the State Water Board. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation. The Construction General Permit requires project proponents to:

- Prepare a SWPPP before construction begins;
- File a NOI with the State Board before construction begins; and
- File a Notice of Termination with the State Board once construction is complete.

The SWPPP should contain a site map(s), which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the proposed project. The SWPPP must list BMPs the discharger would use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain:

- A visual monitoring program;
- A chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and
- A sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

A copy of the SWPPP must be available and implemented at the construction site at all times. The SWPPP would outline the source control and/or treatment control BMPs that would avoid or mitigate runoff pollutants at the construction site to the "maximum extent practicable."

Individual development projects would be required to comply with the MPMC and include implementation of appropriate BMPs to control stormwater runoff so as to prevent any deterioration of water quality. Following compliance with the requirements of the NPDES and the MPMC, future development within the project area would not violate any water quality standards or waste discharge requirements associated with short-term construction activities. Impacts would be less than significant in this regard.

Long-Term Operation

Future development associated with implementation of the proposed project would primarily occur in existing impervious areas. The proposed project would potentially involve non-residential development with permitted uses such as retail, service businesses, eating and drinking establishments, entertainment/cultural, office, medical uses, educational institutions, and accessory uses. Anticipated pollutants associated with these uses include oil and grease from automobile use, trash, nutrients, and bacteria.

Future development within the project area is subject to the Los Angeles County Department of Public Works (LACDPW) requirement for the Standard Urban Stormwater Mitigation Plan (SUSMP) under the "Redevelopment" category. As detailed in the SUSMP, future development projects would include a range of permanent BMPs to control the off-site discharge of pollutants in accordance with NPDES requirements. The following materials are

[1] State of California Water Quality Control Board Website, http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml, accessed June 24, 2015.

anticipated to be used in activities within the project area, which would potentially contribute to pollutants to stormwater runoff:

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

Following compliance with NPDES requirements, long-term water quality impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Future development associated with implementation of the proposed Specific Plan would primarily occur in existing impervious areas. Therefore, it is not anticipated that future development would interfere with natural groundwater recharge.

Although impacts to natural groundwater recharge are not anticipated, impacts to groundwater supplies as a result of increased development could occur. According to the *City of Monterey Park 2005 Urban Water Management Plan* (UWMP), the City of Monterey Park extracts its groundwater from the Main Basin. The City's water supply consists entirely from groundwater sources. The Main San Gabriel Basin has determined and assigned an annual safe yield, which is the amount of groundwater that can be withdrawn from the Basin without depleting groundwater supplies. If the City withdraws additional groundwater, it is purchased from San Gabriel Valley Water Company (SGVWC) and fed back into the basin.[2] However, the City projects that its groundwater production wells would return to their full service and there would not be a need to purchase water from SGVWC in the next 20 years.[3] The City entered into a Cyclic Storage agreement to store imported water in the Main Basin for a period of up to five years to be used to offset a future Replacement Water requirement. Given water is often in Cyclic storage for many years before being required as Replacement Water, it may be considered an exchange or transfer program as it takes advantage of surplus water, when available, and stores it in the Main Basin for future use.[4] Additionally, refer to Response 4.17(d) for water impacts to the City's water supply, including groundwater. Thus, sufficient water supply exists to serve future development associated with the proposed project and impacts to groundwater would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Future development associated with implementation of the proposed project would primarily occur in existing impervious areas. Therefore, there would be no appreciable change in runoff generation or volume of stormwater runoff associated with implementation of the proposed Specific Plan. The current stormwater system, managed by the City, has adequate capacity to support existing and future development.[5] Future

[2] All of the City's water demands have been met through groundwater production, except between fiscal years 2002-03 to 2004-05 when the City's wells were taken out of service due to groundwater contamination.

[3] City of Monterey Park, *2005 Urban Water Management Plan,* June 21, 2006.

[4] Ibid.

[5] Ibid.

development within the project area would not substantially alter the existing drainage pattern of the site, resulting in substantial erosion or siltation on- or off-site and would not alter the course of a stream or river.

New development within the project area would be required to comply with the stormwater regulations set forth by the LARWQCB. Compliance with applicable laws, which requires the implementation of operational BMPs and compliance with the County's SUSMP, would reduce the volume of sediment-laden runoff discharging from the project area. Therefore, the proposed project would not substantially alter the existing drainage pattern of the area such that substantial erosion or siltation would occur.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Stormwater is managed by the City through a storm water sewer system. Stormwater from the project area flows via sheet flow across the project area onto the street at several locations. Stormwater catch basins are located within the adjacent public right-of-ways. Future development associated with implementation of the proposed project would primarily occur in existing impervious areas. It is determined that the current storm water sewer system has adequate capacity to support existing and future development within the project area. Thus, the proposed project would not substantially alter the existing drainage pattern of the site, resulting in flooding on- or off-site.

Mitigation Measures: No mitigation is required.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Refer to Responses 4.8(a) and 4.8(c).

Mitigation Measures: No mitigation is required.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. New development within the project area would be required to comply with the stormwater regulations set forth by the LARWQCB. Compliance with existing regulations would minimize potential impacts to water quality. The proposed project is not anticipated to result in water quality impacts other than the potential short-term construction and long-term operational impacts identified above in Responses 4.9(a), 4.9(c), and 4.9(e).

Mitigation Measures: No mitigation is required.

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

No Impact. According to the Federal Emergency Management Agency (FEMA) Map number 06037C1645F, the project area is situated within Zone X, which is outside of the 100-year flood hazard area.[6] Thus, no impact would occur in this regard.

[6] Federal Emergency Management Agency, Flood Insurance Rate Map # 06037C1645F, effective September 26, 2008; *see* http://fema.maps.arcgis.com/home/webmap/viewer.html?webmap=cbe088e7c8704464aa0fc34eb99e7f30&extent=-118.15863939709469,34.030013344744994,-118.09890123791507,34.06557174650101, accessed June 24, 2015.

Mitigation Measures: No mitigation is required.

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

No Impact. As stated above in Response 4.9(g), the project area is not located within a 100-year flood hazard area. The proposed project would not impede or redirect flood flows. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. As stated above, the project area is not located within a 100-year flood hazard area. According to the General Plan EIR, there are two flood hazards of concern: Garvey Reservoir and the Laguna Basin (*see* General Plan Figure SCS-3). Garvey Reservoir, owned by the Metropolitan Water District of Southern California (MWD), stores municipal water supplies for MWD customers. The Laguna Basin is a flood control facility integral to the regional system maintained by the LACDPW. A major seismic event has the potential result in dam failure or seiche conditions at these facilities. A seiche can occur as a result of ground vibrations initiating water wave motion. If wave amplitude is high enough, the water may slosh over the shore or barrier containing the water body and flow onto surrounding properties. Failure of the Laguna Basin would result in flooding to the interchange of the I-710 and I-10 freeways. However, the project area is located outside of potential flood hazard areas. Therefore, the proposed project is not anticipated to expose people or structures to flooding impacts as a result of the failure of a levee or dam. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

According to the General Plan EIR, the City is not subject to tsunamis due to its elevation and distance from the ocean. The possibility of a seiche at either Garvey Reservoir or Laguna Basin is considered extremely low. The project area is relatively flat. Although there are some hillsides associated with residential uses located to the northeast of Garfield Avenue and Pomona Boulevard, these slopes are primarily protected by retaining walls and structures associated with the residential developments. As stated, the project area is not located within an inundation area associated with a reservoir. Impacts were concluded to be less than significant.

Mitigation Measures: No mitigation is required.

4.10 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?			✓	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

a) Physically divide an established community?

Less Than Significant Impact. The project area is currently located within the South Garfield area of the City. This area primarily serves the local neighborhood and is visible from the freeway and serves as a gateway into Monterey Park. Uses within the project area primarily include professional offices, small retail stores, restaurants, and auto services, as well as a motel. There is also a single-family residential use and a multifamily residential building along Pomona Boulevard within the project area. The proposed project encompasses the area generally extending along South Garfield Avenue from just north of Floral Drive to SR-60 and along the north side of Pomona Boulevard from Ferdinand Avenue to Wilcox Avenue. The proposed project would guide future development within the area. The project establishes a vision that focuses on the neighborhood-serving and desired village character of the area. Proposed uses and development standards and guidelines, as well as proposed roadway and streetscape improvements would provide for compatible uses that serve the surrounding residential neighborhoods and encourage connectivity and activity between uses within the project area and the surrounding community. Proposed uses and improvements would not physically divide an established community, but rather provide improved opportunities for interaction of uses and people within the area. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Table 2-2, *Estimated Specific Plan Development*, identifies the maximum development potential for the land use districts. As indicated in Table 2-2, the proposed project would allow a maximum of approximately 330,000 square feet of neighborhood shopping and commercial services uses within the project area. The estimated development potential is based upon the permitted uses and maximum intensities that would be allowed by the proposed project and assumes some existing residential uses would transition to non-residential uses permitted within the proposed Zoning Districts. However, it should be noted that these transitions would occur over time based on market conditions, given that the project does not propose to acquire these existing residential properties through eminent domain. The following analysis evaluates the proposed project for consistency with applicable land use plan, policies, and regulations.

MONTEREY PARK GENERAL PLAN

Land Use Element Goals and Policies

The Land Use Element includes goals and policies specific to Focus Areas and FAR Subdistricts (Land Use Element Figure LU-3) of the City. The Land Use Element also includes the Urban Design Plan, which addresses landscaping, streetscape and physical improvements that affect the visual character of the area. Although there are no goals and policies specific to the South Garfield area, there are several urban design considerations that directly pertain to South Garfield, as described below.

Residential Neighborhoods

The General Plan Land Use Element identifies the following consideration for residential neighborhoods:

Focus on Maintaining Patterns and Densities. Land use policy provides for long-established single-family residential neighborhoods to retain their densities and character, and for neighborhoods historically zoned for higher densities also to maintain the Medium Density Residential and High Density Residential designations, with the following exception:

- *Pomona Boulevard Frontage*. Properties fronting Pomona Boulevard between Bella Vista Park and Fulton Avenue are designated Mixed Use II. This designation provides for existing residential units to remain but encourages their gradual replacement with commercial businesses. Traffic noise from Pomona Boulevard and the Pomona Freeway, together with the constant flow of traffic along Pomona Boulevard, create a less than optimal environment for residential uses at this location.

There is an existing multi-family residential use consisting of six units located on the Pomona Boulevard frontage. Implementation of the project would encourage transition of this residential use to a commercial service use, consistent with the proposed regulatory districts (GVC-S Garfield Village Neighborhood Shopping and GVN-S Garfield Village Neighborhood Shopping) that have been identified for the area. Implementation of the project would be consistent with the intent of the General Plan for the Pomona Boulevard frontage.

Gateways and Arterial Corridors

The Urban Design Plan of the Land Use Element identifies South Garfield Avenue as a gateway and arterial corridor. Gateways mark the major entrances into the City and welcome visitors, shoppers, and citizens to Monterey Park. Gateways should have distinctive design features that clearly communicate the community's commitment to high-quality design and development. The Land Use Element includes the following specific language addressing the South Garfield Avenue Gateway:

> *The South Garfield Avenue gateway provides an entrance to Monterey Park's largest shopping center, as well as to the South Garfield/Pomona neighborhood commercial area. This area can be enhanced with an evergreen corridor by planting trees in intermittent clusters. Enhanced crosswalks with covered paving complete the gateway intersection.*

Arterial corridors form the visual frame of the City. Along these key arterials community image can be readily enhanced and reinforced by the repetition of distinctive streetscape elements, including: street trees, underground utilities, street furniture, enhanced paving, graphics and signage, and lighting.

The project would support and encourage implementation of gateway and arterial corridor improvements consistent with the General Plan. The proposed project would provide additional guidelines regarding signs, landscaping, planting, graphics, and accent lighting to further enhance the visual character of the area. Implementation of the

project would include design treatments and entry monuments at key gateways and entries into the village, including the gateway into the City at South Garfield Avenue and East Pomona Boulevard. Improvements along South Garfield would include a landscaped median with bump outs and parklets at various locations, as well as a mid-block crossing. Improvements along Pomona Boulevard could potentially include sidewalks, as well as a comprehensive street tree planting within curb adjacent tree wells, where feasible.

Key Commercial Districts

The General Plan identifies the South Garfield/Pomona Commercial District and a key commercial district within the City. Design guidelines have been developed for the commercial district and the following goal and policies have been identified:

Land Use Element Goal 14.0: Create a sense of community and identify for the residents and business of Monterey Park.

Policy 14.1: Implement the design improvements and changes outlined in the Urban Design Plan

Policy 14.2: Continue to apply design guidelines for new construction and redevelopment within the City's commercial areas.

Implementation of the project would be consistent with the General Plan commercial district goals and policies. The project includes design guidelines which describe and illustrate building designs, concepts, and features to promote high-quality development within the area. The guidelines are intended to create a highly desirable commercial area that encourages new development and redevelopment and increased pedestrian activity, and provides for a cohesive village that is compatible with the surrounding residential community. The Design guidelines includes standards that are required to be met, as well as guidance and guidelines that allow some flexibility.

Consistency with Existing General Plan Land Use

The Monterey Park General Plan designates the project area as Commercial (C), Mixed Use II (MU2), Low Density Residential (LDR), and Medium Density Residential (MDR). The General Plan Land Use map would be amended to designate the project area as South Garfield Village Specific Plan. The South Garfield Village Specific Plan would establish the following two regulatory districts, which would guide future development within the project area:

- *GVN-S Garfield Village Neighborhood Shopping*. The GVN-S regulatory district has a physical character that is generally comprised of shallow lots and small scale developments. This regulatory district provides for the development of commercial areas to serve nearby residential neighborhoods and to maintain the integrity of such existing areas within the City. This regulatory district maintains a small-scale pedestrian oriented commercial character available to serve neighborhood residents through the implementation of the following practices:

  (1) Limit the maximum sizes of commercial uses in this area.
  (2) Ensure the maintenance and improvement of the existing commercial environment.

- *GVC-S Garfield Village Commercial Service*. The GVC-S regulatory district has a physical character commonly comprised of primarily narrow and shallow lots generally located along the City's boundaries. This regulatory district provides for the development of commercial areas that promote retail and provide transition areas between the City and neighboring communities.

Implementation of the project assumes development would occur up to its existing non-residential buildout potential, which is consistent with the General Plan. Three parcels currently designated Medium Density Residential (MDR)

and two parcels currently designated Low Density Residential (LDR) are anticipated to be developed with non-residential uses, consistent with the proposed regulatory districts. One of these parcels is developed with a single-family use and the other four parcels are surface parking lots. These parcels are currently located adjacent to neighborhood serving commercial uses and provide a transition from residential uses located to the west. Future development consistent with the regulatory district would allow for additional neighborhood shopping and commercial service uses at a scale and intensity that is consistent with that allowed by the General Plan and compatible with the character of the area and surrounding residential neighborhood.

The Pomona Boulevard frontage, with the exception of the parcels located at the corner of South Garfield Avenue and Pomona Boulevard, are currently designated Mixed Use II (MU2). There is currently one multi-family use consisting of six dwelling units located along the Pomona Boulevard frontage. According to the General Plan, residential uses located on parcels designated MU2 within the Pomona Boulevard frontage are intended to gradually transition and be replaced with commercial uses, as traffic noise and the location adjacent to Pomona Boulevard and the Pomona Freeway create a less than optimal environment for residential uses at this location. Thus, implementation of the project would be consistent with the intent of the General Plan for the Pomona Boulevard frontage.

To ensure consistency between the proposed Specific Plan and the Monterey Park General Plan, the General Plan Land Use Element must be amended to adopt the proposed Specific Plan. More specifically, the proposed General Plan Land Use Amendment would establish a South Garfield Village Specific Plan land use designation and replace the Specific Plan area's existing General Plan land Use designations (Commercial (C), MU2, LDR, and MDR)with the South Garfield Village Specific Plan land use designation. The proposed Specific Plan would also establish a link with the General Plan's implementing policies and the individual development proposals in a defined area.

The proposed project would be consistent with the General Plan given that its implementation would be in furtherance of the General Plan's goal, policies, and additional considerations specific to the South Garfield area. The proposed project provides for development consistent with type and scale anticipated by the General Plan and establishes a vision and framework to further enhance the character of the area, including the South Garfield arterial, gateway, and commercial district, as identified in the General Plan. Thus, impacts would be less than significant in this regard.

MONTEREY PARK MUNICIPAL CODE (MPMC) ZONING REGULATIONS

The project area is currently zoned Neighborhood Shopping (N-S), Commercial Services (C-S) with a Planned Development Overlay (P-D), Single-Family Residential (R-1), and Medium-Multiple Residential (R-2). A portion of the project area is located within the existing South Garfield Specific Plan. The proposed project would update and amend the existing South Garfield Specific Plan, incorporating a portion of Pomona Boulevard and establishing two regulatory districts unique to the project area. In order to ensure consistency between the proposed South Garfield Village Specific Plan and the MPMC, the project would require an amendment to the City's Zoning Map and the MPMC's zoning regulations to include the South Garfield Village Specific Plan zoning designation. The South Garfield Village Specific Plan Regulatory Districts (Exhibit 2-7) would serve as the Zoning Map for the project area. It designates the applicable district for each parcel within the project area.

Additionally, the existing zoning district standards would be replaced with the Specific Plan's land use and development standards and design guidelines/standards. Specific Plan Chapter 3, Land Use & Development Standards, includes the permitted uses, development standards, and standards for specific land uses, which would guide and regulate development within the area. They are precise specifications for such things as permitted uses, building height, setbacks, and parking. Specific Plan Chapter 4, Design Guidelines, establishes design guidelines/standards for site design, architecture, circulation, parking, lighting, and other distinguishing features. Specific Plan Chapter 2, Specific Plan Policy Framework, establishes guiding principles and goals that the City would

enforce in order to implement the Specific Plan. These goals pertain to land use, circulation and parking, and urban design and streetscape.

The Specific Plan's guiding principles and goals, as well as the land use and development standards and design guidelines/standards, would take precedence over existing more general policies. All future development proposals within the project area would be evaluated by the City, in order to ensure consistency with the Specific Plan's policies and actions, as well as the land use and development standards and design guidelines/standards. These requirements would also apply to existing developments when owners or occupants intend to alter an existing structure or change an existing use.

Implementation of the project assumes development would occur up to its existing non-residential development potential. The intent of the project is to maintain the overall context, character, and feel of the Village. Despite new development/redevelopment, the South Garfield Village area would be characterized by the same type of character is currently possesses, but with improved physical characteristics that enhance pedestrian connectivity and activity within the area, provide higher quality development, and improved streetscape and circulation.

Upon amending the General Plan and MPMC to incorporate the South Garfield Village Specific Plan, the proposed project would be consistent with the City's zoning regulations. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. As stated in Response 4.4(f), the project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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4.11 MINERAL RESOURCES

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

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

No Impact. No known mineral resources occur in the City and the project area.[1] The project area has been previously disturbed as a result of former commercial activities and is located within an urbanized area. No known mineral recovery activities have occurred within the project area, and the project would not involve mineral recovery during long-term operations. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. Refer to Response 4.11(a), above.

Mitigation Measures: No mitigation is required.

[1] U.S. Geological Survey, *California State Minerals Information website, 2009 Minerals Yearbook,* http://minerals.usgs.gov/minerals/pubs/state/ca.html, accessed December 5, 2014.

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4.12 NOISE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

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

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

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

Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

STATE OF CALIFORNIA

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

CITY OF MONTEREY PARK

General Plan

The Safety and Community Services Element of the Monterey Park General Plan (General Plan) establishes guidelines for noise compatibility for land uses. These guidelines are based upon cumulative noise criteria for outdoor noise. For existing residential development along Minor Arterials and Collectors experiencing high noise exposure, the City can implement the Neighborhood Traffic Control Program process outlined in the Circulation Element of this General Plan. Devices such as turn restrictions, traffic circles, and speed humps can relieve traffic and reduce traffic noise through residential neighborhoods. Because land use patterns in Monterey Park are well established, little opportunity exists to relocate noise-sensitive uses to areas with lower ambient noise levels. Table 4.12-1, *Noise/Land Use Compatibility Guidelines*, presents the City's land use compatibility criteria, which respond to baseline noise conditions and City objectives to create a vibrant, mixed-use area.

Table 4.12-1
Noise/Land Use Compatibility Guidelines

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density, Single-Family, Duplex, Mobile Homes	50 - 60	60 - 65	65 - 75	75 - 85
Residential - Multiple Family	50 - 60	60 - 65	65 - 75	75 - 85
Commercial – Motels, Hotels, Transient Lodging	50 - 60	60 - 70	70 - 80	80 - 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 60	60 - 70	70 - 80	80 - 85
Amphitheaters, Concert Hall, Auditorium, Meeting Hall	NA	50 - 65	NA	65 - 85
Sports Arenas, Outdoor Spectator Sports	NA	50 - 70	NA	75 - 85
Playgrounds, Neighborhood Parks	50 - 70	NA	70 - 75	75 - 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 70	NA	70 - 80	80 - 85
Office Buildings, Business, Commercial, Professional, and Mixed-Use Developments	50 - 65	65 - 75	75 - 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 - 70	70 - 80	80 - 85	NA

NA: Not Applicable

Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
Normally Unacceptable – New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable – New construction or development should generally not be undertaken.

Source: City of Monterey Park, *Monterey Park General Plan Safety and Community Service Element*, July 2001.

Municipal Code

The Monterey Park Municipal Code (MPMC) noise regulations are located in Chapter 9.53. Chapter 9.53, *Noise* establishes (*see* MPMC § 9.53.040) certain noise standards for various zones within the City's jurisdiction. Generally, MPMC Chapter 9.53 provides that particular noise levels and vibration are detrimental to the public health, welfare and safety, and are contrary to public interest.

EXISTING NOISE ENVIRONMENT

The primary noise sources in the vicinity of the project area include commercial, office, retail, restaurant, residential, and motel uses, car and truck traffic, and noise from major arterial roadways. Such roadways include Garfield Avenue and Pomona Boulevard as well as State Route 60 (SR-60). Traffic along these arterial roadways and SR-60 generates substantial noise levels at roadside receptors. Both stationary and mobile noise sources contribute to the existing noise levels within the project area.

Existing Stationary Sources

The project area is highly urbanized, consisting of primarily commercial, office, restaurant, residential, and motel uses. The primary sources of stationary noise in the project vicinity are urban-related activities (e.g., mechanical equipment, parking areas, and pedestrians). These uses create a greater amount of noise than the suburban residential uses located adjacent to the project area to the north, west, and east. These types of sources have the potential to affect noise-sensitive receptors such as single-family residences.

Existing Mobile Sources

In order to assess the potential for mobile source noise impacts, it is necessary to determine the noise currently generated by vehicles traveling through the project area. The existing roadway noise levels in the vicinity of the project area were modeled. Noise models were run using the Federal Highway Administration's Highway Noise Prediction Model (FHWA-RD-77-108) together with several roadway and site parameters (refer to Appendix B, Noise Data). These parameters determine the projected impact of vehicular traffic noise and include the roadway cross-section (e.g., number of lanes), roadway width, average daily traffic (ADT), vehicle travel speed, percentages of auto and truck traffic, roadway grade, angle-of-view, and site conditions ("hard" or "soft"). The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadway and adjacent land uses. A 25 to 40 mile per hour average vehicle speed was assumed for existing conditions based on empirical observations and posted maximum speeds along the adjacent roadways. ADT estimates were obtained from the *South Garfield Village Specific Plan Traffic Impact Analysis* (Traffic Impact Analysis). Existing mobile noise sources in the vicinity of the project area site range from 56.5 to 68.1 dBA; refer to Table 4.12-2, *Existing Traffic Noise Levels*.

NOISE MEASUREMENTS

In order to quantify existing ambient noise levels in the project area, RBF Consulting conducted three short-term noise measurements on January 7, 2015 (refer to Table 4.12-3 *Noise Measurements* and Exhibit 4.12-1, *Noise Measurement Locations*). The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project area. The ten-minute measurements were taken between 12:00 p.m. and 1:15 p.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day and relate closely with the City's noise standards which are expressed in L_{dn}. L_{dn} values are calculated from hourly L_{eq} values with penalties for the nighttime period (10:00 p.m. to 7:00 a.m.) to reflect the greater disturbance potential from nighttime noise. Noise sources in the project area (i.e., traffic and mechanical equipment) become less active and generate less noise in the project area during the nighttime period. As a result, the variance between L_{eq} and L_{dn} is typically less than one dBA in areas such as the project area.

Table 4.12-2
Existing Traffic Noise Levels

Roadway Segment	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Garfield Avenue					
North of Floral Drive	23,500	66.8	550	174	55
Floral Drive to Riggin Street	25,100	67.1	588	186	59
Riggin Street to Pomona Boulevard	22,900	65.3	394	125	39
Pomona Boulevard to Via Campo	26,900	67.3	630	199	63
South of Via Campo	32,800	68.1	768	243	77
Riggin Street					
West of Isabella Avenue	11700	59.8	100	32	10
Isabella Avenue to Garfield Avenue	11900	61.2	147	46	15
Garfield Avenue to Wilcox Avenue	9900	60.4	122	39	12
East of Wilcox Avenue	5500	56.5	47	15	5
Pomona Boulevard					
West of Garfield Avenue	18600	66.1	436	138	44
Garfield Avenue to Wilcox Avenue	17700	65.9	415	131	41
East of Wilcox Avenue	17700	65.9	415	131	41
Via Campo					
West of Garfield Avenue	23800	67.0	557	176	56
Garfield Avenue to Wilcox Avenue	22800	65.5	394	124	39
East of Wilcox Avenue	20000	64.9	345	109	35

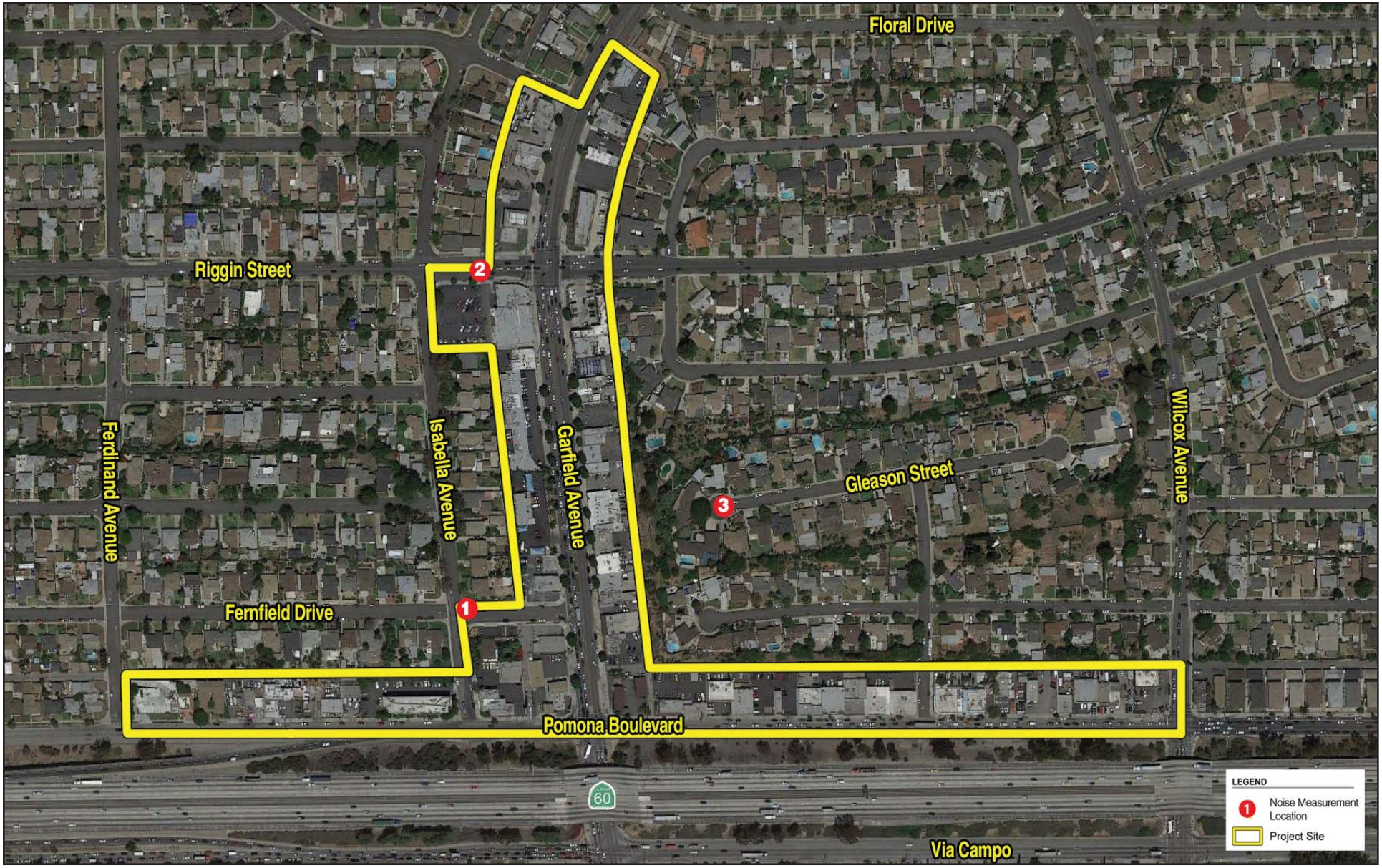
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level
Source: RBF Consulting, *South Garfield Village Specific Plan Traffic Impact Analysis*, March 18, 2015.

Table 4.12-3
Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Peak (dBA)	Time
1	Along West Fernfield Drive, in the center portion of the project site.	61.8	57.5	71.9	91.3	12:05 p.m.
2	Along East Riggin Street, in the northern portion of the project site.	64.4	50.6	78.9	100.7	12:29 p.m.
3	Cul-de-sac of East Gleason Street.	56.2	48.5	73.8	95.2	12:51 p.m.

Source: RBF Consulting, January 7, 2015.

Meteorological conditions were clear skies, warm temperatures, with moderately light wind speeds (less than 5 miles per hour), and low humidity. Measured noise levels during the daytime measurements ranged from 56.2 to 64.4 dBA L_{eq}. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. The results of the field measurements are included in Appendix B, *Noise Data*.



Source: Google Earth, 2015.

NOT TO SCALE

Michael Baker INTERNATIONAL

07/15 • JN 138142

CITY OF MONTEREY PARK
SOUTH GARFIELD VILLAGE SPECIFIC PLAN
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Noise Measurement Locations

Exhibit 4.12-1

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

Less Than Significant Impact With Mitigation Incorporated. It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk, or work under various noise conditions. However, all such studies recognize that individual responses vary considerably. Standards usually address the needs of the majority of the general population.

Short-Term Noise Impacts

Construction activities have a short and temporary duration, lasting from a few days to a period of several months. Groundborne noise and other types of construction-related noise impacts would typically occur during the initial site preparation for individual projects constructed within the project area. These can create the highest levels of noise. Generally, site preparation has the shortest duration of all construction phases. Activities that occur during this phase include earthmoving and soils compaction. High groundborne noise levels can occur during this phase due to haul trucks, backhoes, and other heavy-duty construction equipment. It should be noted that the majority of the project area is developed, and future projects would not require excessive earthwork or grading activities.

Typical noise levels generated by construction equipment are shown in Table 4.12-4, *Maximum Noise Levels Generated by Construction Equipment*. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 4.12-4
Maximum Noise Levels Generated by Construction Equipment

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

Note:
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006.

During future development of projects facilitated by the Specific Plan, adjacent sensitive receptors (single-family residential uses adjoining the project site to the north, west, and east) would be exposed to sporadic high noise and vibration levels associated with construction activities (as a result of power tools, jack-hammers, truck noise, etc.). It is anticipated that construction traffic would access the potential construction sites within the project area from several major roadways, including Garfield Avenue, Pomona Boulevard, Riggin Street, and Via Campo. Since many residential land uses are within close proximity to potential construction activities, residential land uses could be exposed to high noise levels.

Future development within the project area must comply with the MPMC. Regulations within the MPMC provide that construction activities may occur between 7:00 a.m. and 7:00 p.m. on weekdays; 9:00 a.m. and 6:00 p.m. on Saturdays, Sundays, and holidays). Implementation of Mitigation Measure NOI-1 would reduce construction noise associated with future development through the use of a site-specific noise reduction features. Specifically, NOI-1 would require the use of the best available noise control techniques as well as requiring alternatives to pneumatic power tools. Additionally, implementation of Mitigation Measure NOI-2 includes a list of measures to respond to and track complaints related to construction noise. With implementation of Mitigation Measure NOI-1 and NOI-2, as well as compliance with the MPMC, short-term construction noise impacts would be reduced to less than significant levels.

Long-Term Operational Impacts

Off-Site Mobile Noise

Future development generated by the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. According to the Traffic Impact Analysis, the proposed project would result in a net increase of 4,336 daily trips based on the Institute of Transportation Engineers (ITE) trip generation rates (9th Edition, 2012) for the allowed land uses.

Existing With Project Conditions

Project area roadway segment noise levels for the "Existing" and "Existing With Project" scenarios were compared. According to Table 4.12-5, *Existing With Project Traffic Noise Levels*, under the "Existing" scenario, noise levels at a distance of 100 feet from the centerline would range from approximately 59.8 to 68.1 dBA, with the highest noise levels occurring along Garfield Avenue, south of Via Campo. The "Existing With Project" scenario noise levels at a distance of 100 feet from the centerline would range from approximately 60.9 to 68.2 dBA, with the highest noise levels occurring along Garfield Avenue, south of Via Campo. Under the "Existing With Project" scenario, the highest noise level increase would occur along Riggin Street (0.5 dBA increase between Garfield Avenue and Wilcox Avenue). However, as this noise level increase is below 3.0 dBA[1], a less than significant impact would occur in this regard.

Future Condition

The "General Plan Buildout Without Project" and "General Plan Buildout With Project" scenarios were compared. According to Table 4.12-6, *Future Traffic Noise Levels*, under the "General Plan Buildout Without Project" scenario, noise levels would range from 56.9 to 68.5 dBA, with the highest noise levels occurring along Garfield Avenue, south of Via Campo. Under the "General Plan Buildout With Project" scenario, noise levels would range from 57.0 to 68.6 dBA, with the highest noise levels occurring along Garfield Avenue, south of Via Campo. Under the "General Plan Buildout With Project" scenario, the highest noise level increase would occur along Riggin Street (0.4 dBA increase between Garfield Avenue and Wilcox Avenue). However, as this noise level increase is below 3.0 dBA, a less than significant impact would occur in this regard.

[1] According to the California Department of Transportation's *Traffic Noise Analysis Protocol*, dated May 2011, a 3.0 dB difference in noise level is generally the point at which the human ear will perceive a difference in noise level.

Table 4.12-5
Existing With Project Traffic Noise Levels

Roadway Segment	Existing					Existing With Project					Difference In dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
Garfield Avenue											
North of Floral Drive	23,500	66.8	550	174	55	24,000	66.9	563	178	56	0.1
Floral Drive to Riggin Street	25,100	67.1	588	186	59	25,600	67.2	600	190	60	0.1
Riggin Street to Pomona Boulevard	22,900	65.3	394	125	39	23,900	65.5	412	130	41	0.2
Pomona Boulevard to Via Campo	26,900	67.3	630	199	63	28,000	67.5	657	208	66	0.2
South of Via Campo	32,800	68.1	768	243	77	33,200	68.2	777	246	78	0.1
Riggin Street											
West of Isabella Avenue	11,700	59.8	100	32	10	12,300	60.2	392	124	39	0.4
Isabella Avenue to Garfield Avenue	11,900	61.2	147	46	15	12,900	61.6	159	50	16	0.4
Garfield Avenue to Wilcox Avenue	9,900	60.4	122	39	12	11,000	60.9	136	43	14	0.5
East of Wilcox Avenue	5,500	56.5	47	15	5	5,700	56.7	49	15	5	0.2
Pomona Boulevard											
West of Garfield Avenue	18,600	66.1	436	138	44	19,400	66.3	455	144	45	0.2
Garfield Avenue to Wilcox Avenue	17,700	65.9	415	131	41	18,500	66.1	434	137	43	0.2
East of Wilcox Avenue	17,700	65.9	415	131	41	18,000	66.0	422	134	42	0.1
Via Campo											
West of Garfield Avenue	23,800	67.0	557	176	56	24,300	67.1	569	180	57	0.1
Garfield Avenue to Wilcox Avenue	22,800	65.5	394	124	39	23,300	65.6	402	127	40	0.1
East of Wilcox Avenue	20,000	64.9	345	109	35	20,300	64.9	350	111	35	0.0

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level

Source: RBF Consulting, *South Garfield Village Specific Plan Traffic Impact Analysis*, March 18, 2015.

Table 4.12-6
Future Traffic Noise Levels

Roadway Segment	General Plan Buildout Without Project					General Plan Buildout With Project					Difference In dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
Garfield Avenue											
North of Floral Drive	26,300	67.3	616	195	62	26,800	67.3	627	198	63	0.0
Floral Drive to Riggin Street	28,000	67.6	657	208	66	28,500	67.6	667	211	67	0.0
Riggin Street to Pomona Boulevard	25,600	65.8	442	140	44	26,600	66.0	459	145	46	0.2
Pomona Boulevard to Via Campo	29,800	67.7	699	221	70	30,900	67.9	724	229	72	0.2
South of Via Campo	36,100	68.5	847	268	85	36,500	68.6	856	271	86	0.1
Riggin Street											
West of Isabella Avenue	12,700	60.1	109	34	11	13,300	60.3	114	36	11	0.2
Isabella Avenue to Garfield Avenue	12,900	61.6	159	50	16	13,900	61.9	172	54	17	0.3
Garfield Avenue to Wilcox Avenue	10,800	60.8	133	42	13	11,900	61.2	147	46	15	0.4
East of Wilcox Avenue	6,000	56.9	51	16	5	6,200	57.0	53	17	5	0.1
Pomona Boulevard											
West of Garfield Avenue	20,500	66.6	480	152	48	21,300	66.7	500	158	50	0.1
Garfield Avenue to Wilcox Avenue	20,000	66.4	468	148	47	20,800	66.6	487	154	49	0.2
East of Wilcox Avenue	20,400	66.5	478	151	48	20,700	66.6	485	153	48	0.1
Via Campo											
West of Garfield Avenue	26,200	67.5	614	194	61	26,700	67.5	625	198	63	0.0
Garfield Avenue to Wilcox Avenue	25,500	66.0	440	139	44	26,000	66.1	449	142	45	0.1
East of Wilcox Avenue	22,900	65.5	395	125	40	23,200	65.5	400	126	40	0.0

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level

Source: RBF Consulting, *South Garfield Village Specific Plan Traffic Impact Analysis*, March 18, 2015.

Cumulative Mobile Source Impacts

A project's contribution to a cumulative traffic noise increase would be considered significant when the project exceeds both a combined effect and incremental effects thresholds. The following discusses the combined and incremental effects criteria:

Combined Effect. The cumulative with project noise level ("General Plan Buildout With Project") would cause a significant cumulative impact if a 3.0 dB increase over existing conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use.

Although there may be a significant noise increase due to future development associated with the project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

Incremental Effects. The "General Plan Buildout With Project" causes a 1.0 dBA increase in noise over the "General Plan Buildout Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon, and reduces as distance from the source increases. Consequently, only the proposed project and growth due to occur in the project area's general vicinity would contribute to cumulative noise impacts. Table 4.12-7, *Cumulative Noise Scenario*, lists the traffic noise effects along the affected roadway segment for "Existing," "General Plan Buildout Without Project," and "General Plan Buildout With Project," conditions, including incremental and net cumulative impacts.

As indicated in Table 4.12-7, noise levels under the *Combined Effects* criterion would not exceed 3.0 dBA, and/or 1.0 dBA under the *Incremental Effects* criterion along any roadway segments. Accordingly, a cumulative noise impact would not occur. Therefore, there would not be any roadway segments that would result in significant impacts, as they would not exceed both the combined and incremental effects criteria. Therefore, the proposed project, in combination with cumulative background traffic noise levels, would result in less than significant impacts.

Stationary Sources

Land uses within the project area would include a variety of commercial land uses that promote retail, serve nearby residential neighborhoods, and provide a transition area between the City and neighboring communities. Primary noise sources associated with these facilities are due to customer trips, slow moving trucks, parking activities, air compressors, generators, and pedestrian activity.

Future development within the project area could potentially result in an increase of approximately 110,000 square feet of non-residential development over existing conditions resulting in maximum development of approximately 330,000 square feet. The new commercial and retail uses could increase noise levels in their proximity due to increased slow moving truck deliveries, additional parking uses, and landscape maintenance, etc. However, the project includes Land Use and Development Standards that would prohibit noise or vibrations which are or may be detrimental to safety, welfare, health, and peace of the City and its residents. In addition, the Specific Plan Design Guidelines would reduce noise by encouraging location and hours of loading and unloading areas be designed to minimize the noise impacts on surrounding residential neighborhoods (Design Guideline 4.2.10), providing separation from residential and entertainment uses that may conflict with higher levels of noise and pedestrian traffic (Design Guideline 4.3.4) and mitigating noise nuisances in plazas, paseos, parklets, and courtyards through use of walls and fences for security and functional purposes (Design Guideline 4.4.1).

Table 4.12-7
Cumulative Noise Scenario

Roadway Segment	Existing	General Plan Buildout Without Project	General Plan Buildout With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and General Plan Buildout With Project	Difference In dBA Between General Plan Buildout Without Project and General Plan Buildout With Project	
Garfield Avenue						
North of Floral Drive	66.8	67.3	67.3	0.5	0.0	***No***
Floral Drive to Riggin Street	67.1	67.6	67.6	0.5	0.0	***No***
Riggin Street to Pomona Boulevard	65.3	65.8	66.0	0.7	0.2	***No***
Pomona Boulevard to Via Campo	67.3	67.7	67.9	0.6	0.2	***No***
South of Via Campo	68.1	68.5	68.6	0.5	0.1	***No***
Riggin Street						
West of Isabella Avenue	59.8	60.1	60.3	0.5	0.2	***No***
Isabella Avenue to Garfield Avenue	61.2	61.6	61.9	0.7	0.3	***No***
Garfield Avenue to Wilcox Avenue	60.4	60.8	61.2	0.8	0.4	***No***
East of Wilcox Avenue	56.5	56.9	57.0	0.5	0.1	***No***
Pomona Boulevard						
West of Garfield Avenue	66.1	66.6	66.7	0.6	0.1	***No***
Garfield Avenue to Wilcox Avenue	65.9	66.4	66.6	0.7	0.2	***No***
East of Wilcox Avenue	65.9	66.5	66.6	0.7	0.1	***No***
Via Campo						
West of Garfield Avenue	67.0	67.5	67.5	0.5	0.0	***No***
Garfield Avenue to Wilcox Avenue	65.5	66.0	66.1	0.6	0.1	***No***
East of Wilcox Avenue	64.9	65.5	65.5	0.6	0.0	***No***

Notes: ADT = average daily traffic; dBA = A-weighted decibels
Source: RBF Consulting, *South Garfield Village Specific Plan Traffic Impact Analysis*, March 18, 2015.

The project would allow for the future development of non-residential uses (e.g., commercial, retail, restaurant, service businesses, and office uses) in an area that is currently developed with similar uses. As a result, the increase in ambient noise levels is anticipated to generate noise levels similar to the surrounding developments. Where new development would abut sensitive uses such as residences, the project includes design guidelines and development standards that are intended to reduce impacts, including building orientation, wall placement, maximum building heights, setbacks, floor area ratios, buffers, loading/unloading areas location and hours, and landscaping. By providing the necessary regulatory and design guidance, the proposed project ensures that future development within the project area would not result in significant impacts. Any new stationary noise source would be required to provide adequate sound attenuation such that City noise standards are achieved. Compliance with the City's standards and the project development standards would reduce potential stationary source noise impacts to less than significant levels.

Mitigation Measures:

NOI-1 Project applicants must submit a site-specific noise reduction program to the Community and Economic Development Director, or designee, for approval. Such programs must include the following measures which will be applicable throughout the construction project:

- Equipment and trucks used for project construction must utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds).
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction must be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler must be used. External jackets on the tools themselves must be used where feasible. Quieter procedures must be used, such as drills rather than impact equipment, whenever feasible.
- Stationary noise sources must be located as far from adjacent receptors as possible and be muffled and enclosed within temporary sheds, incorporated insulation barriers, or other measures to the extent feasible.
- If feasible, the noisiest phases of construction are limited to less than 10 days at a time.

NOI-2 Before the City issues grading permits, project applicants must submit a list of measures to the Community and Economic Development Director, or designee, for approval that are tailored to respond to and track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction. These measures must include the following:

- A procedure and phone numbers for notifying the City including, without limitation, Monterey Park Police Department (during regular construction hours and off-hours), regarding complaints;
- A sign posted on-site identifying the permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign must also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);

- The designation of an on-site construction complaint and enforcement manager for the project. The manager will act as a liaison between the project and its neighbors. The manager's responsibilities and authority include the following:

  - An active role in monitoring project compliance with respect to noise;
  - Ability to reschedule noisy construction activities to reduce effects on surrounding noise sensitive receivers;
  - Site supervision of all potential sources of noise (e.g., material delivery, shouting, debris box pick-up and delivery) for all trades; and
  - Intervening or discussing mitigation options with contractors.

- Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and

- A preconstruction meeting must be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

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

Less Than Significant Impact. Construction activities can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 25 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment.

The Federal Transit Administration (FTA) published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Table 4.12-8, *Typical Vibration Levels for Construction Equipment*, identifies various vibration velocity levels for types of construction equipment that would operate during construction.

Table 4.12-8
Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second)[1]	Approximate peak particle velocity at 20 feet (inches/second)[2]
Large bulldozer	0.089	0.124
Loaded trucks	0.076	0.106
Small bulldozer	0.003	0.004
Jackhammer	0.035	0.049

Notes:
1. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006. Table 12-2.
2. Calculated using the following formula:
   $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
   where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance
   PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*
   D = the distance from the equipment to the receiver

Ground-borne vibration decreases rapidly with distance. As indicated in Table 4.12-8, based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.644 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity. The nearest sensitive receptors (residential uses to the north, west, and east) are located approximately 20 feet from the project boundary. Therefore, vibration from construction activities experienced at the nearest sensitive receptors (residences to the west) would be below the 0.20 inch-per-second PPV significance threshold. Thus, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Refer to Response 4.12(a), "Long-Term Operational Impacts."

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. Refer to Responses 4.12(a) and 4.12(b), above.

Mitigation Measures: Refer to Mitigation Measures NOI-1 and NOI-2. No additional mitigation is required.

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

No Impact. The project is not located within an airport land use plan and there are no public or private airports or airstrips within two mile of the project site. The El Monte Airport is the closest airport to the project area and is located more than two miles to the northeast of the project area. Therefore, no impact would occur.

Mitigation Measures: No mitigation is required.

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

No Impact. Refer to Response 4.12(e).

Mitigation Measures: No mitigation is required.

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4.13 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✓	

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

Less Than Significant Impact. A project could induce population growth in an area, either directly (for example, by proposing new residential and employment-generating land uses) or indirectly (for example, through extension of roads or other infrastructure). The project is not anticipated to induce substantial population growth in the area, either directly or indirectly. The project could result in changes in land use and intensity within the area when compared to existing conditions. The project does not propose new residential land uses and, accordingly, would not induce population growth directly through housing Future development within the project area could potentially result in an increase of approximately 110,000 square feet of non-residential development over existing conditions. As a result, new development associated with implementation of the project could result in new employment-generating land uses, which could induce direct population growth. As indicated in Table 4.13-1, *Project Employment Forecast*, the additional non-residential land uses that could be development within the project area are forecast to create approximately 260 new jobs within the project area.

Table 4.13-1
Project Employment Forecast

Land Use	Employment Factor (SF per Employee)[1]	Square Feet	Employment Estimate
Existing Conditions[2]			
Garfield Village Neighborhood Shopping	424	117,343	276.75
Garfield Village Commercial Services	424	102,674	242.16
Proposed Project			
Garfield Village Neighborhood Shopping	424	200,705.30	473.36
Garfield Village Commercial Services	424	129,259.58	304.86
Total Proposed Project		***329,964.88***	***778.22***
Difference		***109,947.88***	***+259.31***

Notes:
1. Southern California Association of Governments Website, *Employment Density Study Summary Report*, October 31, 2001, Page 4, http://www.scag.ca.gov/pdfs/Employment_Density_Study.pdf, accessed December 15, 2014.
2. Although, the Project would remove approximately 1 single family residential and 6 multiple family residential, the existing residential uses would transition to non-residential uses allowed by the proposed Specific Plan area and Zoning Districts.

As indicated in Table 4.13-2, *Project Compared to Existing* Conditions, future development up to the maximum development potential established by the project, could increase the City's employment by approximately 0.9 percent (260 jobs) over existing conditions (28,500 jobs). This employment growth could result in population growth within the City, as the potential exists that future employees (and their families) would choose to relocate to the City. Estimating the number of these future employees who would choose to relocate to the City, however, would be speculative since many factors influence personal housing location decisions. Based on the City's vacancy rate of 4.3 percent, 897 dwelling units are available (vacant), as of January 1, 2014.[1] As future development within the project area could increase employment by 260 jobs, future project employees could occupy up to 260 of the City's available dwelling units. Therefore, future development within the project area could potentially increase the City's population by approximately 793 persons, or approximately 1.3 percent over existing conditions; refer to Table 4.13-2.

Table 4.13-2
Project Compared to Existing Conditions

Description	Housing (Dwelling Units)	Households (Occupied Dwelling Units)	Population (Persons)	Employment (Jobs)
Project				
Employment Generating Land Uses	0	0	0	259.31
Total Project	***0***	***260***[1]	***793***[2]	***259.31***
Existing + Project Conditions				
2014 Existing Conditions	21,075	20,178	61,777	28,500
2014 / Project Implemented Total	*21,075*	*20,438*	*62,570*	*28,760*
2014 / Project Implemented % Change	*+0%*	*+1.3%*	*+1.3%*	*+0.9%*

Notes:
1. As project implementation would increase the City's employment by 260 jobs, future project employees could occupy up to 260 of the City's available dwelling units.
2. Assumes 3.05 persons per household (State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2011 - 2014, With 2010 Benchmark*. Sacramento, California, May 2014).

The project's potential population growth is considered less than significant, since it is anticipated that fewer than 260 of the project's future employees would chose to relocate to Monterey Park as some may already reside within the City or within neighboring cities. Additionally, vacant housing units are available to accommodate new residents in the City. Moreover, the potential population growth assumes future development would occur up to the maximum development potential established by the project over an approximately 11-year period, allowing for development of necessary services and infrastructure commensurate with the anticipated growth. Finally, as concluded in Sections 4.14 and 4.17, the substantial development of unplanned or unforeseen public services and utility/service systems would not be required.

The proposed project anticipates infill development in a fully urbanized area served by existing roads and infrastructure. Implementation of the project would not require extension of public infrastructure (i.e., any transportation facility or public utility), or provision of new public services. The project provides circulation and streetscape improvements to South Garfield Avenue and Pomona Boulevard with implementation of a landscaped median and mid-block crossing along South Garfield Avenue, new landscaping and entry enhancements, gateway signs, and bump-outs and parklets at various locations. The improvements would be designed to provide better movement, shared roadway uses, safe access to businesses, access to convenient parking and provide a more

[1] State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2011 - 2014, With 2010 Benchmark*. Sacramento, California, May 2014.

walkable pedestrian environment. Public utilities would be extended to specific development sites from existing facilities located adjacent to the sites without the need for significant expansion of capacity. Additionally, public services are provided throughout the City and the establishment of new sources of service would not be required. Therefore, future development within the project area would not induce indirect population growth in the City through extension of roads or other infrastructure, or provision of new services. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The project assumes existing residential uses (seven dwelling units) would transition to uses permitted within the proposed Zoning Districts. However, that these transitions would occur over time based on market conditions, given that the project does not propose to acquire these existing residential properties through eminent domain. The transition of these residences would not displace a substantial number of housing necessitating the construction of replacement housing elsewhere. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Refer to Response 4.13(b).

Mitigation Measures: No mitigation is required.

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4.14 PUBLIC SERVICES

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

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

1) Fire protection?

Less Than Significant Impact. The Monterey Park Fire Department (MPFD) provides fire protection and emergency medical services to the City. The MPFD operates and maintains three engine companies located at strategic points in the City. Fire services would be provided primarily by MPFD Fire Station 62. The fire station is located at 2001 South Garfield Avenue, approximately 0.28 miles north from the Specific Plan area. The fire station is equipped with an engine and rescue ambulance.[1]

Future development within the project area would occur in phases over several years, based on market demand. Accordingly, any increase in demand for fire protection services would occur gradually as additional development is added to the area. Individual site development would be reviewed by the Community and Economic Development Department to ensure that public safety is considered and addressed. Adherence to conditions of approval identified by the City and payment of applicable fees and taxes would ensure impacts are reduced to a less than significant level.

Mitigation Measures: No mitigation is required.

[1] City of Monterey Park, *Stations & Apparatus,* http://www.montereypark.ca.gov/140/Stations-Apparatus, accessed December 12, 2014.

2) Police protection?

Less Than Significant Impact. The Monterey Park Police Department (MPPD) provides police services within the City. The MPPD operates out of a central police station located at City Hall, 320 West Newmark Avenue, approximately 1.56 miles north of the Specific Plan area. The MPPD is a full service police agency with 72 sworn police officers and 46 civilian personnel. Police services are supported by over 100 community volunteers through the police reserves, emergency communications, citizen patrol, explorer programs, and other civilian volunteers. Emergency response times are dependent on where the patrol vehicles are in relation to a call, as well as the nature of the call.

Future development within the project area could potentially result in an increase of approximately 110,000 square feet of non-residential development over existing conditions. The development is expected to result in similar service calls typical of neighborhood shopping and commercial services zones. It is not expected that implementation of the project would require new or physically altered police facilities, the construction of which could cause significant environmental impacts. Individual site development would be reviewed by the Community and Economic Development Department to ensure that public safety is considered and addressed. Adherence to conditions of approval identified by the City and payment of applicable fees would ensure impacts are reduced to a less than significant level. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

3) Schools?

Less Than Significant Impact. The City of Monterey Park receives school services from Alhambra Unified School District and Garvey Elementary School District. The project could potentially result in increased development of non-residential uses within the area, and would not result in an increase in population on-site, or indirectly result in the increase in the number of students within the project area. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

4) Parks?

Less Than Significant Impact. The closest park facilities to the project site are Bella Vista Park, located approximately 0.13-mile to the west, and George Elder Park, located approximately 0.30-mile to the northeast. Implementation of the project would not result in the development of new residential uses to the area, thereby not creating increased demand on park facilities. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

5) Other public facilities?

No Impact. Other public services that could potentially be impacted by the proposed project include public libraries. The project area is served by the Monterey Park Bruggemeyer Library, located at 318 South Ramona Avenue. Implementation of the proposed Specific Plan would result in the development of non-residential uses, which would not result in a significant increase in the use of the City's public library services. Additionally, as indicated in Responses 4.14(a)(1) through 4.14(a)(4), above, the proposed project would not result in significant impacts on public services or facilities. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

4.15 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

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

No Impact. Refer to Response 4.14(a)(4).

Mitigation Measures: No mitigation is required.

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

No Impact. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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4.16 TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e. Result in inadequate emergency access?			✓	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			✓	

This section is based upon the *South Garfield Village Specific Plan Traffic Impact Analysis* (Traffic Impact Analysis) prepared by RBF Consulting (dated March 18, 2015) (refer to Appendix C, *Traffic Impact Analysis*). The purpose of the Traffic Impact Analysis is to evaluate potential project impacts related to traffic and circulation in the vicinity of the project site. The evaluation considers impacts on local intersections and regional transportation facilities. The following analysis scenarios are evaluated in this section:

- Existing Conditions;
- Forecast Existing Plus Project Conditions;
- Forecast General Plan Buildout Without Project Conditions; and
- Forecast General Plan Buildout With Project Conditions.

The Traffic Impact Analysis assumes future development in the project area would occur up to the maximum development potential allowed by the project.

STUDY AREA

Based on discussions with City of Monterey Park staff[1], the Traffic Impact Analysis considered intersections and roadway segments as identified within Table 4.16-1, *Study Intersections*, and Exhibit 4.16-1, *Study Intersection Locations*. As shown in Table 4.16-1, the study intersections along Pomona Boulevard are located on the boundary line between the City of Monterey Park and the City of Montebello; the study intersections along Via Campo are located in the City of Montebello. All other study intersections are located in the City of Monterey Park. Table 4.16-1 identifies the applicable jurisdictions and corresponding thresholds of significance under which each of the study intersections are evaluated.

Table 4.16-1
Study Intersections

Intersection #	Study Intersection	Cross-Street Stop (CSS) or All-Way Stop (AWS) or Traffic Signal (TS) Intersection?	Jurisdiction[1]	
			Monterey Park	Montebello
1	Isabella Avenue/Riggin Street	CSS	XX	
2	Isabella Avenue/Fernfield Drive	AWS	XX	
3	Garfield Avenue/Floral Drive	CSS	XX	
4	Garfield Avenue/Riggin Street	TS	XX	
5	Garfield Avenue/Fernfield Drive	CSS	XX	
6	Garfield Avenue/Pomona Boulevard	TS	XX	X
7	Garfield Avenue/Via Campo	TS		XX
8	Wilcox Avenue/Riggin Street	AWS	XX	
9	Wilcox Avenue/Pomona Boulevard	TS	XX	X
10	Wilcox Avenue/Via Campo	TS		XX

Notes:
1. XX = Jurisdiction and corresponding thresholds of significance under which the study intersection is analyzed.
   X = Study intersections along Pomona Boulevard are located on the boundary line between the City of Monterey Park and the City of Montebello.

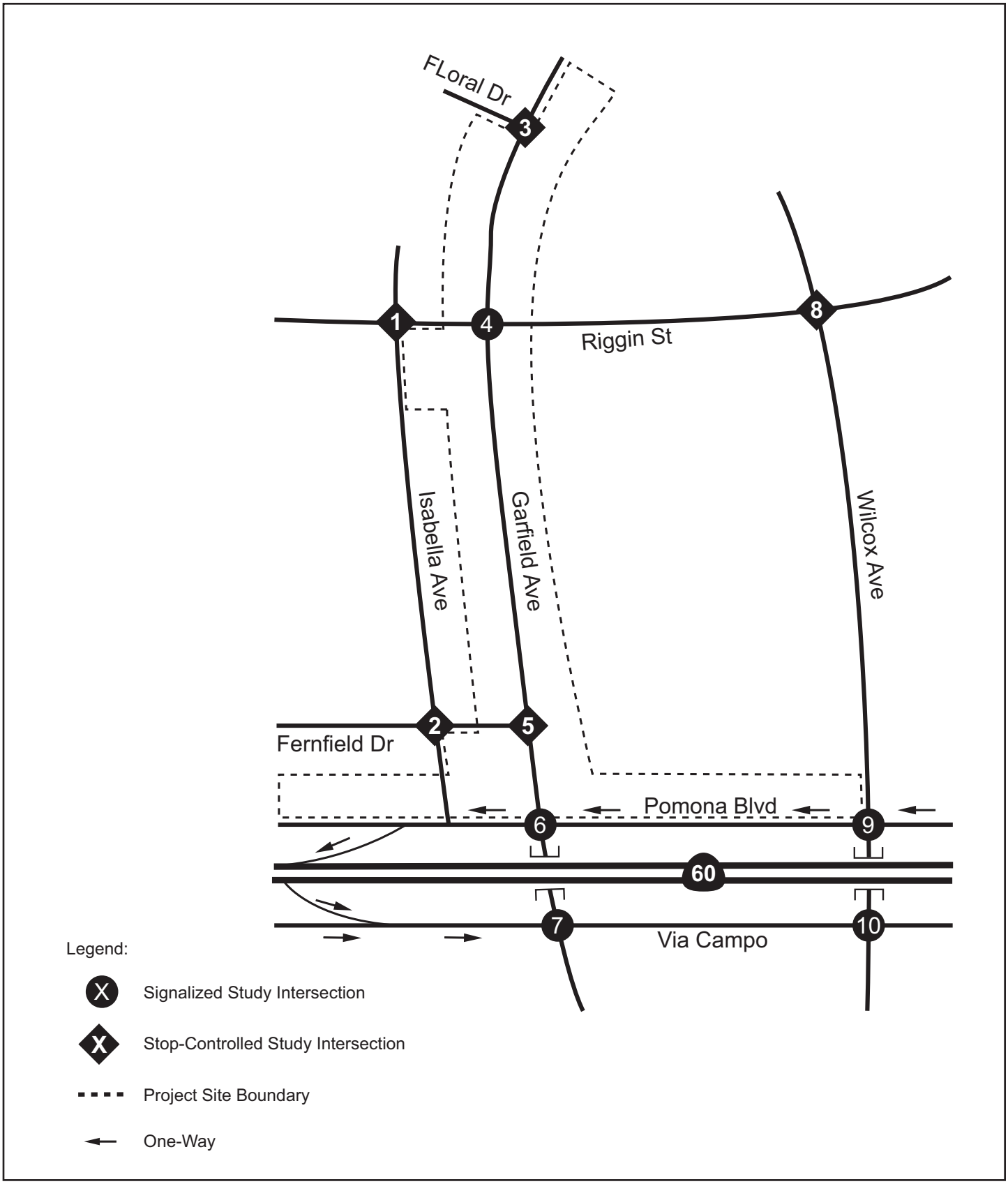
Source: RBF Consulting, *South Garfield Village Specific Plan Traffic Impact Analysis*, March 18, 2015.

CITY ANALYSIS METHODOLOGY

Intersection Analysis Methodology

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. This study utilizes the Intersection Capacity Utilization (ICU) analysis methodology to determine the operating LOS of the signalized study intersections. For stop-controlled study intersections, the Highway Capacity Manual (HCM) analysis methodology is utilized to determine the operating LOS.

[1] Samantha Tewasart, Senior Planner, City of Monterey Park.



NOT TO SCALE

CITY OF MONTEREY PARK
SOUTH GARFIELD VILLAGE SPECIFIC PLAN
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Michael Baker INTERNATIONAL

07/15 • JN 138142

Study Intersection Locations

Exhibit 4.16-1

Intersection Capacity Utilization Methodology for Signalized Intersections

The ICU analysis methodology is used by the City of Monterey Park to determine the operating LOS of signalized intersections. The ICU methodology calculates the volume-to-capacity (V/C) ratio for an intersection based on the sum of V/C ratios for the critical movements plus any applicable lost time adjustments. As shown in Table 4.16-2, *Study Intersection LOS Definition*, the intersection V/C ratio correlates to a LOS ranging from LOS A (free-flow conditions) to LOS F (severely congested conditions).

Table 4.16-2
Study Intersection LOS Definition

LOS	Signalized Intersection: ICU Methodology[1]	Stop-Controlled Intersection: HCM Methodology[2]
	V/C Ratio	Control Delay (seconds/vehicle)
A	≤ 0.60	≤ 10.0
B	0.61 to ≤ 0.70	> 10.0 to ≤ 15.0
C	0.71 to ≤ 0.80	> 15.0 to ≤ 25.0
D	0.81 to ≤ 0.90	> 25.0 to ≤ 35.0
E	0.91 to ≤ 1.00	> 35.0 to ≤ 50.0
F	> 1.00	> 50.0

Note: V/C Ratio = Volume to Capacity Ratio.

Source:
1. 1990 Transportation Research Board.
2. 2000 Highway Capacity Manual.

In accordance with City of Monterey Park *Traffic Impact Study Guidelines*[2], the ICU calculations in this analysis utilize a lane type capacity of 1,600 vehicles per hour for left-turn lanes and shared lanes and 1,700 vehicles per hour for right-turn lanes and through lanes. Additionally, a yellow clearance/lost time adjustment of 0.100 is utilized.

Highway Capacity Manual Methodology for Unsignalized Intersections

The HCM intersection analysis methodology is used by the City of Monterey Park to analyze the operation of stop-controlled study intersections. The HCM analysis methodology describes the operation of a stop-controlled intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding control delay as shown in Table 4.16-2.

Control delay quantifies the increase in travel time associated with the intersection traffic control. For all-way stop-controlled intersections, control delay and corresponding LOS is based on the average stopped delay per vehicle for all movements; for one-way or two-way stop-controlled intersections (cross-street stop), LOS is based on the worst stop-controlled approach.

Performance Criteria and Thresholds of Significance

The Traffic Impact Analysis considered intersections and roadway segments located in the City of Monterey Park and the City of Montebello. Therefore, the City of Monterey Park and Montebello performance criteria and thresholds of significance are discussed below.

[2] City of Monterey Park, *Traffic Impact Study Guidelines*, Prepared by the City of Monterrey Park Engineering Division, February 2006.

City of Monterey Park and Montebello Performance Criteria

The cities of Monterey Park and Montebello not identify a target LOS for peak hour intersection operation.

City of Monterey Park Thresholds of Significance

The City of Monterey Park has established the following thresholds of significance to determine whether the addition of project-generated trips results in a significant impact, and thus requires mitigation:

Existing ICU	Project-Related Increase in ICU
0.00 – 0.69	0.06
0.70 – 0.79	0.04
0.80 – 0.89	0.02
0.90+	0.01

For study intersections along Pomona Boulevard, which are on the boundary line between the City of Monterey Park and Montebello, the City of Monterey Park thresholds of significance have been utilized to evaluate the potential significance of an impact.

Many local jurisdictions, including the City of Monterey Park, have not established thresholds of significance for stop-controlled intersections. The operation of stop-controlled study intersections is reported in this analysis for informational purposes.

City of Montebello Thresholds of Significance

The City of Montebello has established the following thresholds of significance established by the County of Los Angeles *Traffic Impact Analysis Report Guidelines*[3] to determine whether the addition of project-generated trips results in a significant impact, and thus requires mitigation:

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

EXISTING ROADWAY SYSTEM

The characteristics of the roadway system in the vicinity of the project site are described below:

- *Isabella Avenue* is a two-lane undivided roadway trending in a north-south direction. There is no posted speed limit on Isabella Avenue within the project vicinity;[4] on-street parking is permitted.

- *Garfield Avenue* is generally a four-lane divided roadway with a painted median trending in a north-south direction within the project vicinity. Garfield Avenue has a two-way left-turn lane with intermittent raised medians between Riggin Street and Pomona Boulevard. The posted speed limit on Garfield Avenue is 35 miles per hour within the project vicinity; on-street parking is generally permitted.

[3] Los Angeles County Department of Public Works, *Traffic Impact Analysis Report Guidelines,* January 1, 1997.
[4] Vehicle Code § 22352(1) provides that unposted residential streets have a speed limit of 25 miles per hour.

- *Wilcox Avenue* is a two-lane undivided roadway trending in a north-south direction between Riggin Street and Pomona Boulevard. Wilcox Avenue transitions to a four-lane divided roadway immediately north of Pomona Boulevard to Via Campo, then transitions to a five-lane roadway (three lanes northbound, two lanes southbound) south of Via Campo. The posted speed limit on Wilcox Avenue is 35 miles per hour within the project vicinity; on-street parking is generally permitted.

- *Floral Drive* is a two-lane undivided roadway trending in an east-west direction. There is no posted speed limit on Floral Drive within the project vicinity;[5] on-street parking is permitted.

- *Riggin Street* is a two-lane undivided roadway trending in an east-west direction. The posted speed limit on Riggin Street is 30 miles per hour within the project vicinity; on-street parking is generally permitted.

- *Fernfield Drive* is a two-lane undivided roadway trending in an east-west direction. There is no posted speed limit on Fernfield Drive within the project vicinity;[6] on-street parking is permitted.

- *Pomona Boulevard* is a one-way three-lane roadway trending in a westbound direction. The posted speed limit on Pomona Boulevard is 40 miles per hour within the project vicinity; on-street parking is prohibited.

- *Via Campo* is a one-way two- to three-lane roadway trending in an eastbound direction west of Garfield Avenue. East of Garfield Avenue, Via Campo is two-way five-lane undivided roadway trending one-way in an east-west direction. The posted speed limit on Via Campo is generally 35 miles per hour within the project vicinity; on-street parking is prohibited.

EXISTING TRAFFIC CONDITIONS

In order to determine the existing operation of the study intersections during the a.m. and p.m. peak periods, traffic movement counts were collected in November 2014 during typical weekday conditions. The a.m. peak period intersection counts were collected from 7:00 a.m. to 9:00 a.m.; the p.m. peak period intersection counts were collected from 4:00 p.m. to 6:00 p.m. The traffic volumes used in this analysis were taken from the highest hour within the two-hour peak period counted. Detailed traffic count data sheets are contained in Appendix C.

Exhibit 5, *Existing Conditions AM & PM Peak Hour Intersection Volumes*, of the Traffic Impact Analysis (provided as Appendix C), shows existing conditions a.m. and p.m. peak hour traffic volumes at the study intersections.

Existing Conditions Peak Hour Intersection Level of Service

Table 4.16-3, *Existing Conditions AM and PM Peak Hour Intersection LOS*, summarizes existing conditions a.m. and p.m. peak hour LOS of the study intersections.

As shown in Table 4.16-3, the study intersections are currently operating at LOS D or better.

[5] Ibid.
[6] Ibid.

Table 4.16-3
Existing Conditions AM and PM Peak Hour Intersection LOS

Study Intersection		Signalized Intersections: V/C – LOS Stop-Controlled Intersections: Delay – LOS	
		AM Peak Hour	PM Peak Hour
Signalized Intersections			
4	Garfield Avenue/Riggin Street	0.799 – C	0.724 - C
6	Garfield Avenue/Pomona Boulevard	0.890 – D	0.812 - D
7	Garfield Avenue/Via Campo	0.587 – A	0.774 – C
9	Wilcox Avenue/Pomona Boulevard	0.642 – B	0.633 – B
10	Wilcox Avenue/Via Campo	0.736 – C	0.733 – C
Stop-Controlled Intersections			
1	Isabella Avenue/Riggin Street	18.3 – C	16.7 – C
2	Isabella Avenue/Fernfield Drive	7.5 – A	7.1 – A
3	Garfield Avenue/Floral Drive	30.0 – D	26.1 – D
5	Garfield Avenue/Fernfield Drive	14.6 – B	15.8 – C
8	Wilcox Avenue/Riggin Street	14.6 – B	15.8 – C
Notes: V/C = volume to capacity ratio. Delay shown in seconds.			
Source: RBF Consulting, *South Garfield Village Specific Plan Traffic Impact Analysis,* March 18, 2015.			

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

Less Than Significant Impact. Project-related impacts on the surrounding roadway system assuming future development would occur up to the maximum development potential allowed by the project, are analyzed below.

Project Trip Generation

To determine project trip generation of the proposed project, the current Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012) published trip generation rates were used. Table 4.16-4, *ITE Trip Generation Rates Utilized*, summarizes ITE trip generation rates used to calculate the number of trips forecast to be generated by the proposed project.

In accordance with the ITE Trip Generation Manual, a pass-by trip reduction is applicable to commercial retail land uses located along busy arterial highways to account for the proposed land uses attracting vehicle trips already on the roadway; this is particularly the case when the roadway is experiencing peak operating conditions. For example, a motorist already traveling along Garfield Avenue on the way home from work may decide to visit one of the proposed uses within the Specific Plan area. A pass-by trip reduction under this example would eliminate both the inbound trip and the outbound trip from the forecast project trip generation since the vehicle was already traveling on the roadway.

Table 4.16-4
ITE Trip Generation Rates Utilized

Land Use *(ITE Code)*	Units[1]	AM Peak Hour Trip Rates			PM Peak Hour Trip Rates			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Specialty Retail (826/820)[2]	tsf	0.60	0.36	0.96	1.19	1.52	2.71	44.32
Single-Family Detached Residential (210)	du	0.19	0.56	0.75	0.63	0.37	1.00	9.52
Apartment (220)	du	0.10	0.41	0.51	0.40	0.22	0.62	6.65

Notes:
1. tsf = thousand square feet; du = dwelling units.
2. Specialty retail trip generation rates were supplemented with shopping center trip generation rates for the a.m. peak hour to provide a conservative analysis.

Source: RBF Consulting, *South Garfield Village Specific Plan Traffic Impact Analysis*, March 18, 2015.

Table 4.16-5, *Forecast Project Trip Generation* summarizes the forecast project trip generation based on the applicable pass-by trip reduction, trip generation rates shown in Table 4.16-4, and displaced existing land uses.

Table 4.16-5
Forecast Project Trip Generation

Land Use[1]	AM Peak Hour Trip Generation[2]			PM Peak Hour Trip Generation[2]			Daily Trip Generation[2]
	In	Out	Total	In	Out	Total	
Additional Non-Residential Development 109.948-tsf Specialty Retail	66	40	106	131	167	298	4,873
Pass-By Trip Reduction (10% AM, 34% PM, 10% Daily)[3]	-7	-4	-11	-45	-57	-102	-487
Gross Project Trip Generation	59	36	95	86	110	196	4,386
Displaced Existing Land Uses 1-du Single-Family Detached Residential	0	-1	-1	-1	0	-1	-10
6-du Multi-Family Residential (Apartment)	-1	-2	-3	-2	-1	-3	-40
Net Project Trip Generation	**58**	**33**	**91**	**83**	**109**	**192**	**4,336**

Notes:
1. tsf = thousand square feet; DU = dwelling units
2. Based on ITE trip generation rates shown in Table 4.16-4.
3. ITE Trip Generation Manual (9th Edition, 2012), land use code 820.

Source: RBF Consulting, *South Garfield Village Specific Plan Traffic Impact Analysis,* March 18, 2015.

As shown in Table 4.16-5, the project is forecast to generate approximately 4,336 net daily trips, which includes approximately 91 net a.m. peak hour trips and approximately 192 net p.m. peak hour trips, compared to existing conditions.

Forecast Existing Plus Project Conditions

This section analyzes traffic conditions associated with the addition of trips forecast to be generated by the proposed project on the existing roadway network.

Forecast Existing Plus Project Conditions Traffic Volumes

Forecast existing plus project conditions traffic volumes were derived by adding forecast project generated trips to existing conditions traffic volumes. Exhibit 9, *Forecast Existing Plus Project Conditions AM & PM Peak Hour Study Intersection Volumes*, of the Traffic Impact Analysis (provided as Appendix C) shows forecast existing plus project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast Existing Plus Project Study Intersection Level of Service

Table 4.16-6, *Forecast Existing Plus Project Conditions Study Intersection LOS*, summarizes forecast existing and existing plus project conditions a.m. and p.m. peak hour LOS of the study intersections.

Table 4.16-6
Forecast Existing Plus Project Conditions Study Intersection LOS

Study Intersection		Existing Conditions Signalized (V/C – LOS)[1] Stop-Controlled (Delay – LOS)[2]		Existing Plus Project Signalized (V/C – LOS)[1] Stop-Controlled (Delay – LOS)[2]		Change		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Signalized Intersections								
4	Garfield Avenue/Riggin Street	0.799 – C	0.724 - C	0.809 – D	0.745 – C	0.010	0.021	No
6	Garfield Avenue/Pomona Boulevard	0.890 – D	0.812 – D	0.899 – D	0.829 – D	0.009	0.017	No
7	Garfield Avenue/Via Campo	0.587 – A	0.774 – C	0.588 – A	0.776 - B	0.001	0.002	No
9	Wilcox Avenue/Pomona Boulevard	0.642 – B	0.633 – B	0.646 – B	0.646 – B	0.004	0.013	No
10	Wilcox Avenue/Via Campo	0.736 – C	0.733 – C	0.739 – C	0.740 – C	0.003	0.007	No
Stop-Controlled Intersections								
1	Isabella Avenue/Riggin Street	18.3 – C	16.7 - C	19.7 – C	20.0 - C	1.4	3.3	
2	Isabella Avenue/Fernfield Drive	7.5 – A	7.1 – A	7.6 – A	7.4 – A	0.1	0.3	
3	Garfield Avenue/Floral Drive	30.0 – D	26.1 – D	31.4 – D	29.0 – D	1.4	2.9	
5	Garfield Avenue/Fernfield Drive	14.6 – B	15.8 – C	N/A[3]	N/A	N/A	N/A	
8	Wilcox Avenue/Riggin Street	16.3 – C	19.3 – C	16.8 – C	21.0 – C	0.5	1.7	

Notes:
1. V/C = volume to capacity ratio.
2. Delay shown in seconds.
3. N/A = Not applicable; intersection converted to one-way, southbound right-turn only.

Source: RBF Consulting, *South Garfield Village Specific Plan Traffic Impact Analysis*, March 18, 2015.

As shown in Table 4.16-6, based on the applicable agency-established thresholds of significance, the proposed project is forecast to result in no significant impacts at the study intersections for existing plus project conditions.

Forecast General Plan Buildout Without Project Conditions

This section analyzes traffic conditions associated with the addition of trips forecast at the time the City is expected to be fully built out as designated in the General Plan, with exception of the proposed project. For purposes of the analysis, it is assumed the City would be built out over the next 20 years (to approximately 2035).

Forecast General Plan Buildout Without Project Conditions Traffic Volumes

Forecast General Plan buildout without project traffic volumes were derived by applying an annual growth rate of 0.42-percent per year to existing traffic volumes over a 20-year period to account for background/ambient growth. The annual growth rate of 0.42-percent was derived from the traffic volume growth factors contained in the Los Angeles County 2010 Congestion Management Program for the San Gabriel Valley area (Regional Statistical Area 25). It should be noted that this is a conservative assumption since the growth rate is applied to all movements at the study intersections.

Additionally, forecast General Plan buildout without project traffic volumes include the addition of trips associated with the following nine cumulative projects identified by City of Monterey Park staff[7] and City of Montebello staff[8] that are assumed to be constructed and generating trips by General Plan buildout:

1. Atlantic Gateway Marriot Courtyard project, 303-room hotel (521-633 North Atlantic Boulevard, Monterey Park);

2. Atlantic Garvey Hotel project, 148-room hotel and 98 apartment dwelling units (808 West Garvey Avenue, Monterey Park);

3. Double Tree Hotel project, 187-room hotel (220 North Atlantic Boulevard, Monterey Park);

4. Monterey Park Town Centre project, 109 condominium dwelling units and 71,366 square foot shopping center (100 South Garfield Avenue, Monterey Park);

5. Monterey Park Market Place project, 600,000 square foot shopping center (2550 Greenwood Avenue, Monterey Park);

6. Home of Christian Church project, 22,378 square foot church, (400 North Garfield Avenue, Monterey Park);

7. Able Storage project, 123,062 square foot storage facility, (500 East Markland Drive, Monterey Park);

8. Olson Company Residential project, 80 single-family detached residential dwelling units, (2015 Potrero Grande Drive, Monterey Park); and

9. Montebello Hills Specific Plan project, 1,200 residential dwelling units (Generally bounded by Montebello Boulevard/Lincoln Avenue/Los Amigos Avenue, City of Montebello).

Table 4.16-7, *Forecast Cumulative Projects Trip Generation* summarizes the identified cumulative projects and corresponding trips forecast to be generated.

As shown in Table 4.16-7, the cumulative projects are forecast to generate approximately 38,622 daily trips, which include approximately 1,946 a.m. peak hour trips and approximately 2,973 p.m. peak hour trips. Exhibit 10, *Forecast General Plan Buildout Without Project Conditions AM & PM Peak Hour Study Intersection Volumes* of the Traffic Impact Analysis (provided in Appendix C) shows forecast General Plan buildout without project conditions a.m. and p.m. peak hour volumes at the study intersections.

[7] Based on written communication with Ms. Samantha Tewasart, Planning Division, City of Monterey Park, on December 3, 2014. The cumulative projects include major projects currently known and anticipated to occur in the City.

[8] Based on written communication with Mr. Matthew Feske, Planning and Community Development, City of Montebello, on December 10, 2014. According to the City, the Montebello Hills Specific Plan project is an active application that should be considered for future conditions analysis, as it could potentially interact with trips generated within the project area. No other known or anticipated projects were identified by the City of Montebello.

Table 4.16-7
Forecast Cumulative Projects Trip Generation

Cumulative Project (City)	AM Peak Hour Trip Generation[1]			PM Peak Hour Trip Generation[1]			Daily Trip Generation[2]
	In	Out	Total	In	Out	Total	
1. Atlantic Gateway Marriot Courtyard (Monterey Park)	94	67	161	94	88	182	2,476
2. Atlantic Garvey Hotel (Monterey Park)	56	73	129	85	65	150	1,861
3. Double Tree Hotel (Monterey Park)	58	41	99	58	54	112	1,528
4. Monterey Park Towne Centre (Monterey Park)[2]	51	66	117	103	93	196	3,089
5. Monterey Park Market Place (Monterey Park)	383	301	684	674	680	1,354	19,719
6. Home of Christian Church (Monterey Park)	8	5	13	6	6	12	204
7. Able Storage (Monterey Park)	10	7	17	16	16	32	308
8. Olson Company Residential (Monterey Park)	15	45	60	50	30	80	762
9. Montebello Hills Specific Plan (Montebello)	139	527	666	558	297	855	8,675
Total Forecast Cumulative Project Trip Generation	**814**	**1,132**	**1,946**	**1,644**	**1,329**	**2,973**	**38,622**

Notes:
1. Source: ITE Trip Generation Manual (9th Edition, 2012) land use codes 151, 210, 220, 230, 310, 560, 820.
2. Trip generation includes applicable internal capture trip reduction (16 percent PM, 14 percent daily) and pass-by trip reduction (34 percent PM, shopping center trips only).

Source: RBF Consulting, *South Garfield Village Specific Plan Traffic Impact Analysis*, March 18, 2015.

Forecast General Plan Buildout With Project Conditions

This section analyzes traffic conditions associated with the addition of trips forecast to be generated by the proposed project to forecast General Plan buildout with project conditions.

Forecast General Plan Buildout With Project Traffic Volumes

Forecast General Plan buildout with project conditions traffic volumes were derived by adding forecast project-generated trips to forecast General Plan buildout without project conditions traffic volumes. Exhibit 11, *Forecast General Plan Buildout With Project Conditions AM & PM Peak Hour Study Intersection Volumes* of the Traffic Impact Analysis (provided in Appendix C) shows forecast General Plan buildout with project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast General Plan Buildout With Project Conditions Intersection Peak Hour Level of Service

Table 4.16-8, *Forecast General Plan Buildout With Project Conditions Study Intersection LOS*, summarizes forecast year General Plan buildout without and with project conditions a.m. and p.m. peak hour LOS of the study intersections.

As shown in Table 4.16-8, based on the applicable agency-established thresholds of significance, the proposed project is forecast to result in no significant impacts at the study intersections for forecast General Plan buildout with project conditions.

Table 4.16-8
Forecast General Plan Buildout With Project Conditions Study Intersection LOS

Study Intersection		General Plan Buildout Without Project Conditions Signalized (V/C – LOS)[1] Stop-Controlled (Delay – LOS)[2]		General Plan Buildout With Project Conditions Signalized (V/C – LOS)[1] Stop-Controlled (Delay – LOS)[2]		Change		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Signalized Intersections								
4	Garfield Avenue/Riggin Street	0.864 – D	0.787 – C	0.874 – D	0.808 – D	0.010	0.021	No
6	Garfield Avenue/Pomona Boulevard	0.965 – E	0.890 – D	0.974 – E	0.907 – E	0.009	0.017	No
7	Garfield Avenue/Via Campo	0.633 – B	0.836 – D	0.634 – B	0.839 – D	0.001	0.003	No
9	Wilcox Avenue/Pomona Boulevard	0.707 – C	0.704 – C	0.711 – C	0.717 – C	0.004	0.013	No
10	Wilcox Avenue/Via Campo	0.805 – D	0.819 – D	0.808 – D	0.826 – D	0.003	0.007	No
Stop-Controlled Intersections								
1	Isabella Avenue/Riggin Street	20.5 – C	18.4 – C	22.4 – C	22.8 – C	1.9	4.4	
2	Isabella Avenue/Fernfield Drive	7.6 – A	7.1 – A	7.6 – A	7.4 – A	0.0	0.3	
3	Garfield Avenue/Floral Drive	43.5 – E	38.5 – E	46.3 – E	44.7 – E	2.8	6.2	
5	Garfield Avenue/Fernfield Drive	15.9 – C	18.1 – C	N/A[3]	N/A	N/A	N/A	
8	Wilcox Avenue/Riggin Street	21.7 – C	31.4 – D	22.8 – C	35.8 – E	1.1	4.4	

Notes:
1. V/C = volume to capacity ratio.
2. Delay shown in seconds.
3. N/A = Not applicable; intersection converted to one-way, southbound right-turn only.

Source: RBF Consulting, *South Garfield Village Specific Plan Traffic Impact Analysis*, March 18, 2015.

Conclusions

In addition to the changes in land use and intensity resulting from implementation of the proposed project, this analysis accounts for proposed circulation system changes and associated redistribution of existing trips which would affect the operation of the study intersections.

The proposed project is forecast to generate approximately 4,336 net daily trips, which includes approximately 91 net a.m. peak hour trips and approximately 192 net p.m. peak hour trips, compared to existing conditions. Based on the applicable agency-established thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the study intersections for the evaluated scenarios; hence, no traffic mitigation measures are required for the proposed project. A less than significant impact would occur.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The purpose of the Congestion Management Program (CMP) is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County. The program is consistent with that of the Southern California Association of Governments (SCAG). The CMP program requires review of significant individual projects, which might on their own impact the CMP transportation system.

According to the CMP *(Los Angeles County Metropolitan Transportation Authority, 2010)*, those proposed projects, which meet the following criteria, are evaluated:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hours (of adjacent street traffic).

- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

Based on these criteria, no regional facilities have been identified for further CMP analysis. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. The nearest major airport, El Monte Airport, is located approximately 6.5 miles northeast of the project area. The project area is located outside of the airport's Airport Influence Area.[9] Due to the distance and nature of the proposed project, implementation of the proposed project would not result in any change in air traffic patterns or traffic levels. Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Future development associated with the proposed project could result in changes in land use and intensity within the area when compared to existing conditions. However, the estimated development potential is based upon the permitted uses and maximum intensities that would be allowed by the Specific Plan. Hazards resulting from incompatible uses would not occur. The project would not involve alteration of the overall street network. However, some improvements to roadways, alleyways, bicycle circulation, and transit amenities could substantially increase hazards due to a design feature or incompatible uses.

Mid-Block Crossing, Roadways, and Alleyways

The project would not result in alterations to existing roadways, intersections, and alleyways within the project area that could introduce incompatible uses. Direct vehicular access would be provided from a number of key entries into the project area. Major entries would occur at Riggin Street/South Garfield Avenue and Pomona Boulevard/South Garfield Avenue while minor entries would occur at West Ferndale/South Garfield Avenue and West Floral Drive/South Garfield Avenue. Additionally a mid-block crosswalk provided between Riggin Street and Pomona Boulevard, provides a shorter crossing distance as well as an opportunity for a parklet or space for enhanced pedestrian amenities. These entries would support and complement gateway elements in design and materials and contribute to the overall safety and placemaking of the project area as compared to existing conditions. Impacts would be less than significant in this regard.

[9] Los Angeles County Airport Land Use Commission, *El Monte Airport Influence Area*, May 13, 2003.

Improvements to South Garfield Avenue would be comprised of 15-foot sidewalks, 8-foot parking lanes, two 11-foot travel lanes, including one travel lane with a sharrow (lane markings) in each direction, along with a 10-foot landscaped median. As roadway improvements would improve mobility, circulation, and access to the project area compared to existing conditions, impacts would be less than significant in this regard.

As discussed in South Garfield Village Specific Plan Section 5.2.3., *Alleys*, the project provides alleys as a separation between commercial and residential land uses. Alleys are provided on both sides of South Garfield Avenue, north of Pomona Boulevard and are provided north of Riggin Street where direct driveway access is not provided for residential properties fronting Garfield Avenue. As part of the project, alleys for both sides of Garfield Avenue, north of Pomona Boulevard would include improvements and maintenance in order to provide ample room to support multi-modal access to the rear of businesses. The alley on the west side of the Garfield Avenue would potentially be repaved as necessary, and parallel spaces would be clearly marked wherever feasible. In addition, the alleys on the east side of Garfield Avenue, from Riggin Street and the north side of East Pomona Boulevard, would potentially include repaving to allow for one way traffic and the addition of striped parallel and angled parking spaces. The alley improvements and maintenance would enhance circulation and access when compared to existing conditions. Thus, impacts would be less than significant in this regard.

Bicycle Circulation Elements

Sharrows (lane markings) would be provided along Garfield Avenue to denote to drivers to expect bicycles in the street as well as to indicate to the bicyclist the safest position in the street for visibility and avoiding riding too close to parked vehicles; refer to South Garfield Village Specific Plan Section 5.4.2., *Bicycle Circulation*. The combination of bicycle circulation elements including lane markings, slower traffic speeds and traffic calming techniques such as bulb-outs at the intersections would reduce overall vehicle speed and create an improved environment for riding in the street. In addition, the City approved the *San Gabriel Valley Bicycle Master Plan* (SGV Bike Master Plan), a regional bicycle master plan in the San Gabriel Valley. The SGV Bicycle Master Plan, adopted in December 2014, involves comprehensive strategies and action items for the City's bikeway system, which aims to encourage healthy and more active lifestyles by creating an interconnected bicycle network that is safe and easily accessible for people of all ages and abilities. The sharrows and bicycle circulation elements would be designed and constructed in accordance with the South Garfield Village Specific Plan Bicycle Circulation Plan, the SGV Bike Master Plan and City standards to minimize the potential for safety risks. Thus, impacts in this regard would be less than significant.

Public Transit Amenities

As described in South Garfield Village Specific Plan Section 5.4.3., *Transit Circulation*, transit amenities, such as bus pullouts and shelters, would be provided at bus stops within or adjacent to the project area. Transit services including the Spirit Bus, LA Metro Bus, Montebello Bus would provide residents and visitors direct access to various modes of public transportation to and from the project area. Impacts would be less than significant in this regard.

The project would not substantially increase hazards due to a design feature or incompatible uses regarding roadways, alleyways, bicycle lanes, and public transit services. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

e) Result in inadequate emergency access?

Less Than Significant Impact. Refer to Response 4.8(g).

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact.

Public Transit

The project area is served by three transit lines, Spirit Bus, LA Metro Bus, and Montebello Bus Line. The Monterey Park Spirit Bus provides local routes that serve those commuting within the City and compliments Los Angeles County Metropolitan Transportation Authority (MTA) crosstown routes through the City. The LA Metro Bus also operates bus service within the area, providing local service within the City and connects Monterey Park to regional destinations and other regional transit services. The Montebello Bus line is a municipal bus system, which provides local and regional bus service within the area and neighboring cities.

The project does involve modifications to the roadway system within the project vicinity. Construction staging would occur within the boundaries of the project area and would not interfere significantly with circulation along Garfield Avenue and Pomona Boulevard or any other nearby roadways. South Garfield Avenue would provide 15-foot sidewalks, 8-foot parking lanes, two 11-foot travel lanes, including one travel lane with a sharrow (lane markings) in each direction, along with a 10-foot landscaped median. Fernfield Drive would allow for one-way travel west from South Garfield Avenue to Isabella Avenue while the north side of Fernfield Drive would include angled parking. Alley improvements are also proposed along South Garfield Avenue and Pomona Boulevard including potentially repaving these sections to allow for one-way traffic and the addition of striped parallel and angled parking spaces. Currently, LA Metro bus service provides three bus stops located in the Specific Plan area along Pomona Boulevard/Wilcox Avenue, South Garfield Avenue/ Pomona Boulevard, and West Riggin Street/ South Garfield. The proposed project would not interfere with access to any of these routes. In addition, the project would provide bus pullouts and shelters at bus stops at or adjacent to the project area. The proposed project would enhance transit services by improving circulation and access within the project area. Further, the proposed project would not cause any significant impacts along the roadway segments that serve the transit routes. Therefore, impacts to existing transit service would be less than significant in this regard.

Adopted Transit System Plans, Guidelines, Policies, or Standards

The *General Plan* Circulation Element establishes goals and policies to ensure public transportation is convenient, safe, and responsive to changing transit demands through linking local bus service to other transit centers in adjacent communities, working with transit service providers to adequately serve users' with transit amenities (e.g., bus routes, bus schedules, and bus stops at appropriate locations) and services.

The proposed project would accommodate other forms of transportation, beyond the automobile, within the project area. As stated, bus lines currently serve the project area and would continue to operate. Transit amenities such as bus pullouts and shelters would be provided at bus stops at or adjacent to the project area. Overall, the project area would be improved to encourage the use of public transit and would not interfere with the goals and policies of the City's General Plan. Impacts would be less than significant in this regard.

Bicycle Facilities

According to the General Plan Circulation Element, there is currently a MTA Class II bicycle route on Garfield Avenue between Pomona Boulevard and Hellman Avenue. Additionally, there is a City bicycle route on Riggin Street. Additional project traffic along the Garfield Avenue and Riggin Street roadway segments would not degrade the LOS and therefore is not anticipated to affect bikeway operations. As stated above, bicycle circulation includes sharrows along South Garfield Avenue that would signify to drivers to expect bicycles in the street as well as to indicate to the bicyclist the safest position in the street for visibility and avoiding riding too close to parked vehicles. The project

would support the use of bicycle facilities by encouraging bicycle racks and storage lockers on all properties and providing adequate spacing between multiple bicycle racks to allow users to easy access and security. The proposed project would not significantly impact the effectiveness or performance of existing bicycle facilities. Impacts would be less than significant in this regard.

Adopted Walkable and Bikeable Community Plans, Guidelines, Policies, or Standards

The General Plan Circulation Element establishes goals and policies to create and maintain a connected system of bicycle routes that meet the needs of the City regarding bicycle facilities. The proposed project would accommodate other forms of transportation, including bicycles within the project area. The proposed project would not interfere with implementation of the goals and policies of the City's General Plan. As stated, the City is involved in partnership with Day One, Inc., BikeSGV, Inc. Overall, the project would encourage bicycle activity, and impacts would be less than significant in this regard.

Pedestrians

There are currently sidewalks along all roadways in the project area. There are also marked crosswalks or other pedestrian treatments at all intersections. Construction activities could temporarily limit pedestrian use of sidewalks within the area. These activities would be temporary and would cease upon project completion, resulting in a less than significant impact. Project operations would not significantly impact the effectiveness or use of sidewalks within the area. Implementation of the project would focus on enhancing pedestrian access, including walkways to connect between buildings, sidewalks, parking areas, and common areas. An enhanced pedestrian experience is encouraged through building orientation, landscaping, lighting, paving and other pedestrian amenities. Pedestrian crossing areas would be enhanced with striping, paving, bollards, bulb-outs, or other design features that notify drivers of potential pedestrian activities. Additionally, when parking is provided behind buildings, pedestrian plazas or walkways would connect to rear parking areas. Existing pedestrian facilities would be improved as a result of the proposed project. Impacts would be less than significant in this regard.

Adopted Walkable and Bikeable Community System Plans, Guidelines, Policies, or Standards

The General Plan Circulation Element establishes goals and policies to create and maintain a connected system of pedestrian facilities that meet the needs of the City. The proposed project would accommodate pedestrian movement and access within the project area. The proposed project would not interfere with implementation of the goals and policies of the General Plan. New improvements provided by the project would also be required to comply with Americans with Disabilities Act (ADA) requirements. Overall, the project area would be improved to encourage pedestrian activity. Impacts would be less than significant in this regard.

The project would not result in significant impacts to public transit, bicycle, or pedestrian facilities, decrease the performance or safety of these facilities, or conflict with adopted policies, plans, or programs regarding these facilities. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

4.17 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g. Comply with federal, state, and local statutes and regulations related to solid waste?				✓

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

Less Than Significant Impact. The City does not process its own wastewater nor does it operate a wastewater treatment plant. Wastewater collection and treatment services for the City are provided by the Los Angeles County Sanitation Department (LACSD) Joint Water Pollution Control Plant. The City is part of LACSD District No. 2.[1] There are several points where the wastewater collection system connects to the LACSD trunk lines that pass through the City.

The City and LACSD District No. 2 are responsible for meeting all State and Federal wastewater treatment requirements. As part of any new development project, the City would charge a standard sewer connection fee that would assist in ensuring that sufficient capacity is available and that the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB) are met. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

[1] Phoenix Civil Engineering, Inc. *City of Monterey Park Wastewater Collection System Master Plan Update,* January 13, 2014.

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

Less Than Significant Impact. The City's sewer collection system consists of 126 miles of sewer pipelines and 2,498 manholes. Most sewers in the City of Monterey Park were constructed many years ago. Due to the increasing population density within the City, the construction of many multifamily dwelling units and growth of the commercial and industrial areas, the wastewater system is no longer adequate to accommodate the increased volume of wastewater generated by such developments. The City is in the process of proposing sewer rate increases to support sewer repairs and services for the next 20 years.[2]

Future development within the project area would occur in phases over several years, based on market demand. Any increase in demand for wastewater services would occur gradually as additional development is added to the area. In order to connect to the public sewer, a project applicant is required to pay to the City a connection charge. Future development within the project area would be required to confirm that adequate facilities are in place to serve the proposed development and, if not available, provide improvements necessary to adequately serve the development being proposed. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. As concluded in Response 4.9.c, future development associated with implementation of the proposed project would primarily occur in existing impervious areas and would not substantially alter the existing drainage pattern of the site. New development would be required to comply with the stormwater regulations set forth by the LARWQCB. With appropriate storm water treatment, future development associated with implementation of the proposed project would ensure maintenance of existing runoff conditions and runoff amounts would not be measurably affected. Construction of new storm water drainage facilities or expansion of existing facilities would not be required. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The City is served by California Water Service Company and San Gabriel Valley Water Company.[3] The City's existing potable water supply consists almost entirely of groundwater from the City's wells produced from the Main San Gabriel Basin (Main Basin). Currently, only eight wells are active. According to the *City of Monterey Park 2005 Urban Water Management Plan* (UWMP) (dated June 21, 2006), the City of Monterey Park has a prescriptive pumping right of 6,704.08 acre-feet (AF) per year and a pumper's share of 3.39 percent of the operating safe yield (OSY) of the Main Basin. Between 1973-1974 and 2004-2005, the City's total water production from the Main Basin ranged from 7,372 AF to 11,353 AF per year, with an average of 9,633 AF per year. If the City pumps more than the allowed amount of water, replacement water can also be purchased and imported from the San Gabriel Valley Municipal Water District (SGVMWD). The UWMP estimates the City's water demand will be 10,579

[2] City of Monterey Park, *Water, Sewer & Trash Improvement; Rate Setting Project,* http://www.montereypark.ca.gov/954/Water-Sewer-Trash-Improvement-Project, accessed January 16, 2015.

[3] AKM Consulting Engineers, *City of Monterey Park Water System Financial Evaluation and Water Rate Recommendations,* September 17, 2012.

AF in 2014-2015 and 11,430 AF in 2024-2025. The City projects that its groundwater production wells will return to their full service and there will not be a need to purchase water from SGVWC in the next 20 years.

The City updated its Water Master Plan in 2012 (2012 Master Plan), which evaluated the system based on its ability to meet the established criteria, including proper water quality and providing fire flows at adequate pressures; and condition assessment of the system. The 2012 Master Plan recommended a comprehensive capital improvement program (CIP) that will improve the system to meet the established criteria, properly maintain the system's assets, and replace the facilities that have reached the end of their useful lives. The current estimated cost of the CIP is $99.9 million. The City is in the process of proposing water rate increases to support water system repairs and services for the next 20 years.[4]

Future development associated with implementation of the project could potentially increase water demand within the project area. Water demands associated with future development within the project area could potentially result in a net increase demand of approximately 38.07 million gallons per year (116.83 AF per year), according to the California Emissions Estimator Model (CalEEMod) default assumptions for specialty retail uses. This would equate to approximately 1.10 percent of the City's estimated 2014-2015 water demand. Therefore, the project would be adequately served by available water supplies from existing entitlements and resources and would not require new or expanded entitlements. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Refer to Responses 4.17(a) and 4.17(b), above.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Future development associated with implementation of the project would involve the development of additional non-residential uses within the project area. Table 4.17-1, *Estimated Net Change in Solid Waste Generation*, shows the estimated net increase in solid waste generation associated with potential future development.

As shown in Table 4.17-1, future development within the project area could potentially generate 626 more pounds per day of solid waste, or 114 more tons per year, before recycling and other waste diversion activities. This represents a 46.2 percent daily increase when compared to existing conditions.

[4] City of Monterey Park, *Water, Sewer & Trash Improvement; Rate Setting Project,* http://www.montereypark.ca.gov/954/Water-Sewer-Trash-Improvement-Project, accessed January 16, 2015.

Table 4.17-1
Estimated Net Change in Solid Waste Generation

Land Use	Development	Generation Rate[1]	Solid Waste Generation (pounds/day)
Existing			
Single Family Residential	1 DU	10 lbs/DU	10
Multiple Family Residential	6 DU	4 lbs/DU	24
Garfield Village Neighborhood Shopping	117,343 SF	0.006 lbs/sf/day	704.06
Garfield Village Commercial Services	102,674 SF	0.006 lbs/sf/day	616.04
		Total	***1,354.10***
Proposed			
Garfield Village Neighborhood Shopping	200,705.30 SF	0.006 lbs/sf/day	1,204.23
Garfield Village Commercial Services	129,259.58 SF	0.006 lbs/sf/day	775.56
		Total	***1,979.79***
Net Increase Change (Proposed Future Development – Existing Uses)			**+625.69**

DU = dwelling unit; SF= square feet; lbs = pounds

1. CalRecycle, Waste Characterization, *Estimated Solid Waste Generation and Disposal Rates*, http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm, accessed December 30, 2014.

The City of Monterey Park currently contracts with Athens Services for its waste collection, waste removal, and recycling services. The City requires Athens to process Monterey Park's waste through a sorting center called a Materials Recovery Facility (MRF) for the removal of recyclables, before sending the City's waste to a landfill for final disposal. This program allows the City to meet the 50 percent landfill diversion while providing the greatest convenience possible to residents and businesses. In addition to the MRF program, the City has 33 additional waste diversion and recycling programs[5] including, without limitation, composting, household waste collection, policy incentives, public outreach, recycling, source reduction, special waste materials, gardening workshops, and participation in the county wide Household Hazardous Waste collection events.[6]

Table 4.17-2, *Landfill Capacities Serving Monterey Park*, shows the maximum daily permitted throughput and anticipated closure dates for the landfills that receive solid waste from Monterey Park.[7] The Puente Hills Materials Recovery Facility, Downey Area Recycling and Transfer Facility, South Gate Transfer Station, the Commerce Refuse-to-Energy Facility, and the Southeast Resource and Recovery Facility are available to meet the waste management needs of businesses and the community in the region, refer to Table 4.17-3, *Sanitation Districts of Los Angeles County Facilities Covering Puente Hills Landfill Region*.[8]

[5] Cal Recycle, *Jurisdiction Waste Diversion Program Summary,* http://www.calrecycle.ca.gov/lgcentral/reports/diversionprogram/JurisdictionDiversionPrograms.aspx, accessed December 30, 2014.

[6] City of Monterey Park, *Trash and Recycling,* http://www.montereypark.ca.gov/552/Trash-Recycling, accessed December 30, 2014.

[7] The Planning Center, *Monterey Park Market Place Supplemental EIR,* April 2011.

[8] Sanitation Districts of Los Angeles County, *Puente Hills Landfill (Closed)*, http://www.lacsd.org/solidwaste/swfacilities/landfills/puente_hills/, accessed December 30, 2014.

Table 4.17-2
Landfill Capacities Serving Monterey Park

Facility	Maximum Daily Permitted Throughput (tons/day)	Anticipated Closure Date
Azusa Land Reclamation Company Landfill	8,000	1/1/2045
Bakersfield Metropolitan (Bena) Sanitary Landfill	4,500	4/1/2046
Chiquita Canyon Sanitary Landfill	6,000	11/24/2019
El Sobrante Landfill	16,054	1/1/2045
Frank R. Bowerman Sanitary Landfill	11,500	12/31/2053
Kettleman Hills – B18 Non-hazardous Codisposal Landfill	8,000	Not Available
Lancaster Landfill and Recycling Center	5,100	3/1/2044
Olinda Alpha Sanitary Landfill	8,000	12/31/2021
Puente Hills Material Recovery Facility	4,400	Not Available
Simi Valley Landfill and Recycling Center	9,250	1/31/2052
Total	**80,804**	-

Source: CalRecycle, *Solid Waste Information System Facility/Site Search,* http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx, accessed December 30, 2014.

Table 4.17-3
Sanitation Districts of Los Angeles County Facilities Covering Puente Hills Landfill Region

Facility	Maximum Daily Permitted Throughput (tons/day)	Anticipated Closure Date
Puente Hills Material Recovery Facility	4,400	Not Available
Downey Area Recycling & Transfer	5,000	Not Available
South Gate Transfer Station	1,000	Not Available
Commerce Refuse-to-Energy Facility	16,054	1/1/2045
Southeast Resource and Recovery Facility	11,500	12/31/2053
Total	**37,954**	-

Source: CalRecycle, *Solid Waste Information System Facility/Site Search,* http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx, accessed December 30, 2014.

As noted above, solid waste within the project area are served by several landfills and refuse facilities. These landfills and refuse facilities have a total maximum daily permitted throughput of 80,804 tons per day and 37,954 tons per day respectively.[9] The project's projected solid waste generation (114 tons per year or 626 tons per day) represents approximately 0.5 percent of the combined landfills and refuse facilities maximum daily permitted throughput.

Based on daily throughput volumes and anticipated closure dates shown in Table 4.17-2 and Table 4.17-3, the project would be served by landfills and refuse facilities with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Further, the project would be required to comply with the City's Recycling Program for diverting solid waste. The program includes information on recycling commercial waste to construction and demolition materials. Compliance with the City's Recycling Program would reduce the volume of solid waste ultimately disposed of at a landfill. Additionally, compliance with the Recycling Program would be in furtherance of meeting the City's disposal rate targets and exceeding AB 939's 50 percent diversion requirement. Continued

[9] CalRecycle, *Solid Waste Information System Facility/Site Search,* http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx, accessed December 30, 2014.

compliance with the Recycling Program would ensure that the project would comply with the statutes and regulations related to solid waste. Therefore, the project would not conflict with federal, state, or local statutes and regulations related to solid waste, and a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. The proposed project would comply with all Federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act and City recycling programs. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

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

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

***Less Than Significant Impact With Mitigation Incorporated*.** The project area is predominately urbanized and built-out. Future development within the project area is anticipated to involve retail, service businesses, eating and drinking establishments, entertainment/cultural, office, and medical uses residential, commercial, office, public/institutional, industrial, and public open space uses, consistent with uses allowed by the proposed project. New development could result in changes in land use and intensity within the area when compared to existing conditions. There are no rare, endangered, or threatened plants and animal species within the project site. Implementation of the proposed project would not result in impacts to biological resources; refer to responses 4.4(a) through (f).

As noted above within Section 4.5, *Cultural Resources*, the project area and its surroundings are highly developed and the project area has been completely disturbed as a result of existing on-site uses. The project could have a significant impact on currently unknown or undiscovered archaeological or paleontological resources; refer to Response 4.5(b) and (c). Implementation of mitigation measures would reduce the potential impacts to a less than significant level. Less than significant impacts would occur for historic resources; refer to Response 4.5(a). Therefore, the proposed project would not potentially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

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

Less Than Significant Impact With Mitigation Incorporated. Based on the analysis contained in this Initial Study/Mitigated Negative Declaration, the proposed project would not have cumulatively considerable impacts with implementation of project mitigation measures. Implementation of mitigation measures at the project-level would reduce the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects.

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

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study/Mitigated Negative Declaration reviewed the proposed project's potential impacts related to aesthetics, air quality, noise, hazards and hazardous materials, traffic, and other issues. As concluded in these previous discussions, the proposed project would result in less than significant environmental impacts with implementation of the recommended mitigation measures. Therefore, the proposed project would not result in environmental impacts that would cause substantial adverse effects on human beings.

4.19 REFERENCES

The following references were utilized during preparation of this Initial Study/Environmental Checklist. These documents are available for review at the City of Monterey Park located at 320 W. Newmark Avenue, Monterey Park, California 91754.

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3. California Air Resources Board, *Proposed First Update to the Climate Change Scoping Plan*, February 2014, http://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm.

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5. California Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, August 2000.

6. California Department of Conservation, *Farmland Mapping and Monitoring Program, California Important Farmland Finder*, http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx, accessed on June 25, 2015.

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4.20 REPORT PREPARATION PERSONNEL

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5.0 INVENTORY OF MITIGATION MEASURES

AESTHETICS

AES-1 Before the City issues a grading permit, applicants for future development located in proximity to residentially zoned properties must submit construction documents to the Community and Economic Development Director that include language requiring all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment must be parked and staged within the project site. Staging areas must be screened from view from residential properties. Construction worker parking may be located off-site with the Economic and Community Development Director's approval. On-street parking of construction worker vehicles on residential streets, however, is prohibited. Vehicles must be kept clean and free of mud and dust before leaving the development site. Surrounding streets must be swept daily and maintained free of dirt and debris.

AIR QUALITY

AQ-1 Before the City issues any grading permit for an individual project approved in accordance with the Specific Plan, the Director of Community and Economic Development, or designee, must confirm that the grading plan, building plans, and specifications implement SCAQMD Rule 403 including, without limitation, excessive fugitive dust emissions being controlled by regular watering or other dust prevention measures. Additionally, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site must be watered every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust;
- Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering must occur if dust is observed migrating from the site during site disturbance;
- Any on-site stockpiles of debris, dirt, or other dusty material must be enclosed, covered, or watered twice daily, or non-toxic soil binders must be applied;
- All grading and excavation operations must be suspended when wind speeds exceed 25 miles per hour;
- Disturbed areas must be replaced with ground cover or paved immediately after construction is completed in the affected area;
- Gravel bed trackout aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) must be installed to reduce mud/dirt trackout from unpaved truck exit routes;
- On-site vehicle speed must be limited to 15 miles per hour;

- All on-site roads must be paved as soon as feasible, watered twice daily, or chemically stabilized;
- Visible dust beyond the property line which emanates from the proposed project must be prevented to the maximum extent feasible;
- All material transported off-site must be either sufficiently watered or securely covered to prevent excessive amounts of dust before departing the job site;
- Reroute construction trucks away from congested streets or sensitive receptor areas;
- Track-out devices must be used at all construction site access points; and
- All delivery truck tires must be watered down and/or scraped down prior to departing the job site.

AQ-2 All trucks that are to haul excavated or graded material on-site must comply with Vehicle Code § 23114 (Spilling Loads on Highways). Before the City issues grading permits, the Applicant must demonstrate to the Director of Community and Economic Development, or designee, how the proposed project operations subject to that specification during hauling activities complies with Vehicle Code § 23114.

CULTURAL RESOURCES

CUL-1 If evidence of subsurface archaeological resources is found during construction, excavation and other construction activity in that area must cease and the construction contractor must contact the Director of Community and Economic Development, or designee. An archaeologist certified by the County of Los Angeles must be retained, and paid for by the developer, to evaluate the discovery before resuming grading in the immediate vicinity of the find. If warranted, the archaeologist must collect the resource and prepare a technical report describing the results of the investigation. The test-level report must evaluate the site including discussion of significance (depth, nature, condition, and extent of the resources), final mitigation recommendations, and cost estimates.

CUL-2 If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area must cease and the construction contractor must contact the Director of Community and Economic Development, or designee. A paleontologist certified by the County of Los Angeles, and paid for by the developer, must evaluate the find before allowing grading to resume in the immediate vicinity of the find. If directed by the Director of Community and Economic Development, the paleontologist must prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.

CUL-3 Should previously unknown archaeological resources or human remains be encountered during construction, grading, excavation, and other construction activity, work must be stopped immediately or redirected until a City-approved archaeologist and Most Likely Descendant, if required, can evaluate the significance of the find.

GREENHOUSE GASES

GHG-1 The following is a list of potential design features that should be incorporated into the Specific Plan and future projects to ensure consistency with adopted statewide plans and programs. Before the City issues building permits or certificates of occupancy for an individual project, the Community and Economic Development Director, or designee, should review and approve the incorporation of project design features noted below.

Transportation

- Provide pedestrian connections to the off-site circulation network.
- Implementation of a Transportation Demand Management (TDM) Plan including the following measures:
    - Provide pedestrian connections to the off-site circulation network. All uses must be internally linked to all existing or planned external streets and pedestrian facilities contiguous with the project site. This includes eliminating barriers (e.g., walls, landscaping) that impede pedestrian circulation, access, and interconnectivity.
    - Implement a trip reduction program, for which all employees are eligible to participate. Under a voluntary trip reduction program, monitoring and reporting is not required, and at least a one (1) percent reduction in commute trips must be achieved.
    - Implement a subsidized or discounted transit program, for which all employees are eligible to participate. The transit subsidies should reduce commute trips by at least 0.3 percent;
    - Provide vanpool/shuttle services, for which all employees are eligible to participate. The vanpool/shuttle services should reduce commute trips by at least 0.3 percent;
    - Provide a ride sharing program, for which all employees are eligible to participate. The ridesharing program should reduce commute trips by at least 1.0 percent (Occupancy Permit).

Energy Efficiency

- Design buildings to be energy efficient, 15 percent above Code of California Regulations Title 24 requirements.
- Install high efficiency lighting, and energy efficient heating and cooling systems.
- Install energy efficient appliances (e.g., clothes washers, dishwashers, refrigerators, fans).
- Reduce unnecessary outdoor lighting.

Water Conservation and Efficiency

- Compliance with MPMC Chapter 6.31, Water Efficient Landscapes.
- Install water efficient irrigation systems and landscapes, as well as incorporate water reducing features and low-flow or high-efficiency water fixtures into the buildings that reduce outdoor irrigation water use by at least 6.1 percent.

Solid Waste

- Reuse and recycle construction and demolition waste (including, without limitation, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas;

- Institute recycling services and composting services to reduce solid waste by at least 50 percent.

NOISE

NOI-1 Project applicants must submit a site-specific noise reduction program to the Community and Economic Development Director, or designee, for approval. Such programs must include the following measures which will be applicable throughout the construction project:

- Equipment and trucks used for project construction must utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds).

- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction must be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler must be used. External jackets on the tools themselves must be used where feasible. Quieter procedures must be used, such as drills rather than impact equipment, whenever feasible.

- Stationary noise sources must be located as far from adjacent receptors as possible and be muffled and enclosed within temporary sheds, incorporated insulation barriers, or other measures to the extent feasible.

- If feasible, the noisiest phases of construction are limited to less than 10 days at a time.

NOI-2 Before the City issues grading permits, project applicants must submit a list of measures to the Community and Economic Development Director, or designee, for approval that are tailored to respond to and track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction. These measures must include the following:

- A procedure and phone numbers for notifying the City including, without limitation, Monterey Park Police Department (during regular construction hours and off-hours), regarding complaints;

- A sign posted on-site identifying the permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign must also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);

- The designation of an on-site construction complaint and enforcement manager for the project. The manager will act as a liaison between the project and its neighbors. The manager's responsibilities and authority include the following:

    - An active role in monitoring project compliance with respect to noise;
    - Ability to reschedule noisy construction activities to reduce effects on surrounding noise sensitive receivers;
    - Site supervision of all potential sources of noise (e.g., material delivery, shouting, debris box pick-up and delivery) for all trades; and
    - Intervening or discussing mitigation options with contractors.

- Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and

- A preconstruction meeting must be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

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6.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the City of Monterey Park prepare a mitigated negative declaration for the South Garfield Village Specific Plan Project. We find that the proposed project could have a significant effect on a number of environmental issues, but that mitigation measures have been identified that reduce such impacts to a less than significant level. We recommend that the second category be selected for the City of Monterey Park's determination (see Section 7.0, *Lead Agency Determination*).

July 8, 2015
Date

Starla Barker, AICP, Project Manager
RBF Consulting

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7.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that the proposed use COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	—
I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 5.0 have been added. A MITIGATED NEGATIVE DECLARATION will be prepared.	✓
I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	—
I find that the proposal MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	—

Signature: _____

Title: SENIOR PLANNER

Printed Name: SAMANTHA TEWASART

Agency: City of Monterey Park

Date: JULY 7, 2015

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