5. Environmental Analysis

5.1 AESTHETICS

The analysis in this section discusses the proposed project's effects on the existing visual character of the project area and its potential to introduce light and glare to the site.

5.1.1 Impacts Identified in the 2000 MPTP EIR

The 2000 MPTP EIR breaks aesthetic impact analysis into two sections: Aesthetics/Views, and Light and Glare.

Aesthetics/Views

The previously proposed project would not degrade the visual character of the site, would not destroy scenic resources, and offsite viewers would not be negatively affected by the 2000 MPTP.

Light and Glare

The previously proposed project would not produce excessive nighttime lighting or daytime glare that is out of character with the uses surrounding the project site, or result in a substantial increase in ambient lighting and glare that would significantly impact the residential areas in the vicinity of the project site. Therefore, previously identified light and glare effects of the 2000 MPTP would have been less than significant.

5.1.2 Environmental Setting

Visual Setting

Visual Character

The visual character of the City of Monterey Park is generally urban and developed with a few areas of open space or parkland. The City of Monterey Park comprises a variety of land uses, with low-density single-family residential being the most predominant. Other prominent land uses include medium- and high-density residential, commercial, employment/technology, mixed use, public facilities, and open space. The surrounding cities and communities, including East Los Angeles, Alhambra, San Gabriel, Rosemead, and Montebello, all have similar, built out environments.

The project site is surrounded by urban development. To the south is SR-60, with the south parcel of the former Operating Industries Incorporated (OII) landfill beyond that. The south parcel of the former OII landfill is a large vegetated hill that has been graded into terraces. There are no large structures on the south parcel with the exception of the New Cure offices on the western portion of the parcel. To the north of the project site are nurseries within the Southern California Edison (SCE) easement and the Resurrection Cemetery beyond that. Office buildings are just east of the proposed project entrance off Potrero Grande Drive, north of the project site, and an SCE electrical substation is to the northwest of the project site. Commercial, medical, public, and office land uses line the north side of Potrero Grande Drive, northwest of the site past the SCE

substation. The Montebello Town Square shopping center, with similar land uses to the proposed project's, sits to the southeast of the project site, to the east of the south parcel of the OII landfill.

Existing Lighting

Existing lighting on the project site comes from the leachate treatment plant/thermal destruction facility (LTP/TRF) in the western portion of the site. Nighttime lighting includes security around the plant and roadway lighting along the access road from the LTP/TDF to the New Cure Offices in the south parcel.

Surrounding land uses are not intensely lit at night. The offices and SCE plant have nighttime security lighting on buildings, along roadways, and in the parking lots. The Resurrection Cemetery has limited nighttime lighting, and the residential area to the northeast of the project site is not intensely lit. To the south of the site, SR-60 has lighting for nighttime visibility, but the south parcel of the former OII landfill is not lit at night with the exception of security lighting at the New Cure offices on the western corner of the former landfill.

Visual Resources

The site does not offer any visual resources itself and there are limited views from the project site. The site is mostly vacant but shows signs of previous development and it has a general industrial appearance. As described in the 2000 MPTP EIR, after the landfill operations were closed on the site, industrial manufacturing and recycling businesses operated on the project site. These businesses shut down and were removed from the project site after the certification of the 2000 EIR. Currently, the LTP/TDF operate on the project site and would continue do so after the proposed project is complete. The LTP and TDF are connected facilities that operate on the western half of the project site. As part of the treatment operations, there are numerous storage tanks and two 60-foot smokestacks, both approximately six feet in diameter.

The surrounding land uses do not offer many visual resources. The only nearby open spaces are the cemetery and the south parcel of the former OII Landfill.

Landform

Monterey Park sits in the San Gabriel Valley, which is contained by San Gabriel Mountains on the north and the Puente Hills on the south. The portion of the City north of Graves Avenue is mostly flat while the remainder of the City is more hilly. There are few areas of undeveloped open space; most open space areas are used for public (i.e., parks or golf courses) or private purposes (cemeteries).

Since it has been developed in the past, the project site is mostly flat. The exception is the berm that runs along SR-60 on the southern border of the project site, currently preventing a clear view of the project site from the freeway.

Scenic Vistas and Corridors

The City of Monterey Park General Plan does not identify any scenic corridors or viewsheds within the City boundaries. Areas of open space are identified on Figure R-1 of the Resources Element of the General Plan (Monterey Park 2001).

Los Angeles County has one officially designated scenic highway, SR-2, which travels through the San Gabriel Mountains (Caltrans 2011). Other highways have been identified as officially designated county

scenic highways, eligible state scenic highways, and historic parkways by Caltrans. The nearest designated highway is Interstate 110, a historic parkway, over 6.5 miles to the northwest of the project site.

Unique Scenic Resources

Although the City of Monterey Park has a number of parks and historic landmarks that may represent unique scenic resources, there are none in the vicinity of the proposed project site. The project site is surrounded by industrial and office land uses, electrical easements, SR-60, a cemetery, and some low and medium density residential land uses. There are no unique features, such as trees, rock outcroppings, historic sites, or other landmarks.

Regulatory Framework

The City of Monterey Park has an ordinance prohibiting outdoor advertising signs, including billboards, from all zones in the City unless (1) a building permit has been obtained or (2) construction has commenced and substantial liabilities have been incurred, both in good faith reliance on the permit prior to enactment of the ordinance. The ordinance may only be amended with approval by a majority of the voters of the City voting in a regular or special municipal election (Ordinance 1921; City of Monterey Park Municipal Code Section 21.50.190).

5.1.3 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

AE-1 Have a substantial adverse effect on a scenic vista.

AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

AE-3 Substantially degrade the existing visual character or quality of the site and its surroundings.

AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The Initial Study, included as Appendix A, determined that all impacts would be less than significant. However, new information became available after the release of the NOP which requires the analysis of the project's potential to alter the existing visual appearance of the project site (Thresholds AE-1 and AE-3) and to introduce a new source of substantial light and glare (Threshold AE-4). The analysis of the project's potential impacts under these thresholds is included in this section. Impacts to scenic resources within a state scenic highway (Threshold AE-2) remain less than significant and are not analyzed in the SEIR.

5.1.4 Environmental Impacts

As part of the proposed precise plan, a sign plan has been prepared for the project site. Initially, the signs included with the sign plan were typical commercial signage, meant to identify the project site entryways and tenants in the shopping center. The proposed signs included obelisk, pylon, monument, entry features, and entry identity signs. Changes to the proposed signage plan after the release of the Initial Study include the use of LED digital billboard signs in place of all or a portion of the pylon signs along SR-60.

Visual Appearance Analysis

Simulation photos with renderings of the proposed sign program and buildings have been created to determine how the proposed structures would alter the appearance of the project site. The qualitative analysis below includes the rendered images.

Lighting Analysis

The following impact analysis addresses thresholds of significance for potentially significant aesthetic impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.1-1: THE PROPOSED PROJECT WOULD INCREASE TOTAL RETAIL SQUARE FOOTAGE OVER THE PREVIOUS SITE PLAN BY 84,618 SQUARE FEET, ALTERING THE VISUAL APPEARANCE OF THE PROJECT SITE; SCENIC VISTAS WOULD BE UNAFFECTED. [THRESHOLDS AE-1 AND AE-3]

Impact Analysis: The 2000 MPTP EIR found that the previously proposed project (515,382-square-foot retail shopping center) would have a less than significant impact on the visual appearance of the project site. The 2000 MPTP EIR found that there are no scenic resources on the project site and limited views of the site; the site would be most visible from SR-60 and by the residents to the northeast. However, the site would have been designed in accordance with the City of Monterey Park's development and design standards and the proposed shopping center would have been a beneficial impact over the previously existing industrial land uses. No architectural or landscaping plans were available at the time of the 2000 MPTP EIR and the location of signage is not described.

The proposed project would include the construction and operation of a larger, 600,000-square-foot shopping center with a similar appearance as the previously proposed project. Since the previously existing industrial land uses are no longer on the site, the proposed project would be developed on a mostly vacant site. As with the previously proposed project, the construction of the proposed project requires grading the site and removing the berm along SR-60. Once the project has been constructed, drivers along SR-60 and surrounding land uses (SCE substation and offices to the northwest and residential apartments on Neil Armstrong Way to the north) would have views of the project site.

Proposed Building Characteristics

As shown in Figure 3-5, *Proposed Site Plan*, in Chapter 3, *Project Description*, the proposed buildings are concentrated along the northern boundary and southwestern boundary of the project site. The main access road (Market Place Drive) would run through the middle of the site from Greenwood Avenue to Paramount Boulevard. The three largest buildings are Building D (138,000 square feet), Building C (134,000 square feet), and Building A (128,000 square feet). Building D and C border the SCE easement along the northern project site boundary and Building A borders SR-60 on the southwestern boundary of the site. All buildings would have height range of 30 to 60 feet, including architectural features.

As described in the MPMP Precise Plan, the buildings would follow an architectural theme to create consistency throughout the project site. The color palette, architectural features, and materials would reflect this style. Landscaping along walkways, in parking lot islands, and along access roads would also use plants from a selected palette that follows the architectural theme.

Proposed Sign Plan

The previously proposed project mentions the use of pylon signs in the Light and Glare chapter. There would have been three of these signs located along SR-60 and one at the entrance on Greenwood Avenue and Potrero Grande Drive. These pylon signs would have been used to identify the shopping center and list the onsite tenants. It is assumed smaller signage would have been used throughout out the site to act as wayfinding and store identification signs. In comparison, the proposed MPMP Precise Plan includes a more detailed description of the sign plan that creates the shopping center's identity and lists the onsite tenants. It would have a style that matches the proposed architectural theme. The Precise Plan includes the following types of signage:

- **Entry Identity Sign** –The entry identity sign would be the "grand entrance" leading into the main interior of the center. It would consist of tenant identification as well as project identification using "Monterey Park Market Place" text block.
    - Two 16-foot, 17-inch entry identity signs placed at the main entry located at the southwest corner of Market Place Drive and Paramount Boulevard as well as at Portrero Grande Drive and Greenwood Avenue would highlight the monumental entry.
- **Monument Identity Sign** – Up to four 16-foot monument identity signs would be used as key entry signs:
    - Up to two monument identity signs at each end of the Market Place Drive near Neil Armstrong Street, near the retaining wall and the sidewalks.
    - Up to two more monument identity signs positioned close to the western end of the center.
- **Entry Feature** – A arc-shaped 16-foot 17-inch entry fountain feature placed directly at the main intersection where Market Place Drive meets with the interior driveways leading into the main retail area. The design of "Monterey Park Market Place" text block would be set along the top of the fountain to accentuate the overall design style.
- **Tenant Obelisks –** Up to sixteen 25-foot tenant obelisk signs would be evenly spaced at the project boundary along SR-60 to promote store and project awareness. The major tenants of the Market Place would display their own name and/or logo on these signs. These signs may also indicate directional information. Signs would be internally illuminated and may contain accent lighting.
- **LED Advertising Billboards/Pylon Signs** – Up to four LED billboard signs would be placed onsite. These signs would be placed near the southern property boundary. They would be located approximately 1,000 feet apart and each sign would be 44 feet with faces that are 48 feet wide by 14 feet tall. The LED billboards would be used for offsite advertising purposes. The applicant may choose to replace two of the LED billboard signs with two pylon signs. These pylon signs would be approximately 75 feet in height and 35 feet wide.

Figure 5.1-1, *Proposed Sign Plan and Photo Location Key*, identifies the individual locations of signs on the project site. Simulation photos for three locations (the two entry points and along SR-60) show the view of the project site both with and without the proposed signage and buildings. These locations are used for the simulation photos because they would be the most visible to people outside the project site. As shown in Figure 5.1-2, *East View of Project Site from SR-60* (Photo 1 on Figure 5.1-1), and Figure 5.1-3, *West View of Project Site from SR-60* (Photo 2 on Figure 5.1-1), 16 obelisk signs (25 feet tall), 2 LED billboards (44 feet

tall), and 2 pylon signs along SR-60 would be visible to freeway drivers. The applicant may choose to place four LED billboards or a combination of two LED billboards and two pylon signs along SR-60. Figures 5.1-2 and 5.1-3 show both LED and pylon signs. Both entry points, the Greenwood Avenue/Potrero Grande Drive intersection and the Paramount Boulevard/Market Place Drive intersection, would have entry identity signs that would be 16 feet and 7 inches tall. These would be visible to drivers on Potrero Grande Drive to the northwest of the site and Paramount Boulevard to the west of the site (see Figures 5.1-4, *View of Project Site from Paramount Boulevard* and Figure 5.1-5, *View of Project Site from Greenwood Avenue*, Photos 3 and 4 on Figure 5.1-1). The previous site plan does not include billboards of any type.

As seen in these figures, the proposed signage and buildings would alter the visual character of the site. The buildings are less visible from the surrounding land uses and travelers along the adjacent roadways than the proposed signs are. The proposed billboards and/or pylon signs would be the most visible because of their height. Similar structures exist along SR-60, as seen in the photo in Figure 5.1-3. Although the signs and buildings would change the visual character of the project site, they would be consistent with the surrounding urban landscape. A number of project design features (PDFs) have been created that would govern the visual appearance and character of the signs throughout the site. Implementation of the PDFs would create a unified sign program that would be carefully integrated with the design of the architectural details of the buildings and scaled to pedestrians and motorists as appropriate. The signs associated with the MPMP Precise Plan would be an essential component of the project that would contribute to the overall environment as a regional retail center by providing an exciting visual experience for patrons, identifying and promoting retail uses located on the site, and establishing a unique identity for the project site. The PDFs would assure that residential uses would have limited views of the offsite signs, which would be oriented towards SR-60.

Since the City of Monterey Park's sign program has billboards and outside advertising signs, the construction and use of the billboards is contingent on the approval of outdoor advertising building permits and the voter approval to amend Ordinance 1921, per Municipal Code Section 21.50.190 provisions. The sign program would be required to be consistent with the PDFs outlined in this section if approved by the City, which would only occur if an amendment to Ordinance 1921 were approved by City voters which permitted such signs. Assuming incorporation of the PDFs listed in Section 5.1.6, *Existing Regulations and Standard Conditions*, the signs associated with the MPMP Precise Plan would not cause a substantial negative affect to the visual appearance of the project site.

The proposed project would not affect scenic vistas in the project area. The City of Monterey Park does not identify scenic corridors within the City and views from the project site are limited to the surrounding residential, office, and industrial land uses. The only open space is the south parcel of the former OII landfill to the south of the project site. The proposed buildings and signage would not block or affect a scenic vista from onsite or offsite viewpoints.

IMPACT 5.1-2: THE PROPOSED PROJECT WOULD GENERATE ADDITIONAL LIGHT AND GLARE COMPARED TO THE 2000 MPTP EIR. [THRESHOLD AE-4]

Impact Analysis: As part of the proposed site plan and sign plan, outdoor lighting would be used on buildings for nighttime tenant identification, architectural accents, and security purposes. Security lighting would be used on buildings, along walkways and roadways, and in the parking lots. Lighting would also be used on the proposed signage. On the site edges, the proposed entrance signs at Paramount Boulevard and Greenwood Avenue would have nighttime accent lights, the obelisks along SR-60 would be internally illuminated with accent lights, and the billboards along SR-60 would have LED lighting for advertising. Interior signs, such as the entry feature and the two monument signs on Market Place Drive, would also have some nighttime accent lighting.

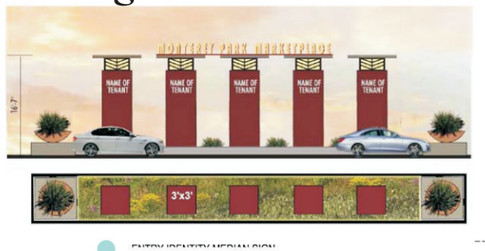
Proposed Sign Location Plan and Photo Location Key



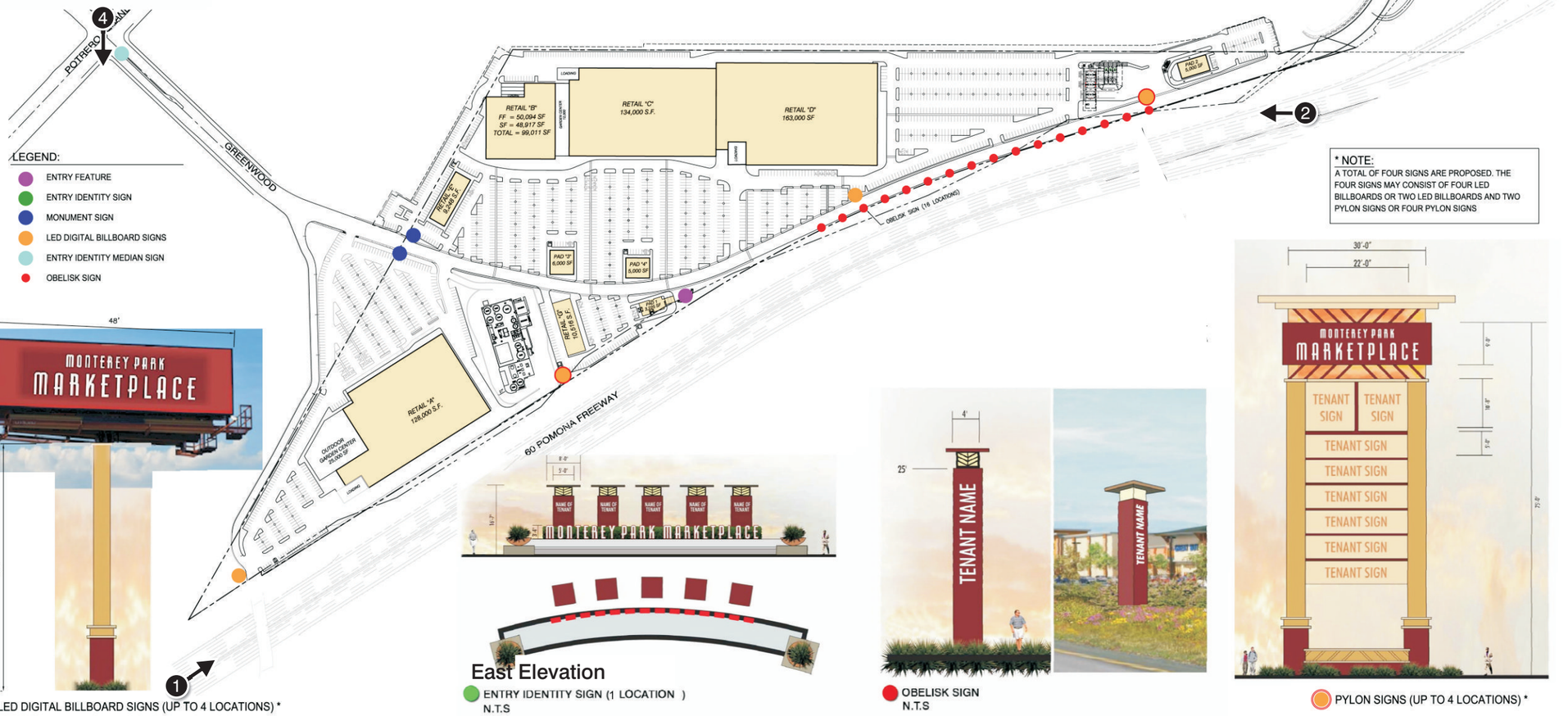
MONUMENT SIGN (4 LOCATIONS)
N.T.S



ENTRY FEATURE



ENTRY IDENTITY MEDIAN SIGN



* NOTE:
A TOTAL OF FOUR SIGNS ARE PROPOSED. THE FOUR SIGNS MAY CONSIST OF FOUR LED BILLBOARDS OR TWO LED BILLBOARDS AND TWO PYLON SIGNS OR FOUR PYLON SIGNS

LED DIGITAL BILLBOARD SIGNS (UP TO 4 LOCATIONS) *

East Elevation

ENTRY IDENTITY SIGN (1 LOCATION)
N.T.S

OBELISK SIGN
N.T.S

PYLON SIGNS (UP TO 4 LOCATIONS) *

0 400
Scale (Feet)

Source: Monterey Park Retail Partners, LLC 2011

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East View of Project Site from SR-60



Existing view of project site.



Simulated view of project site with proposed site plan and sign plan.

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West View of Project Site from SR-60



Existing view of project site.



Simulated view of project site with proposed site plan and sign plan.

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View of Project Site from Paramount Boulevard



Existing view of project site.



Simulated view of project site with proposed site plan and sign plan.

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View of Project Site from Greenwood Avenue



Existing view of project site.



Simulated view of project site with proposed site plan and sign plan.

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Interior Lighting

Interior lighting (nighttime tenant identification, architectural accents, and security lighting) would be directed inward and downward or toward features of buildings and the project site, such as the entry fountain. The nearest sensitive land uses to the project site are the apartments along Neil Armstrong Street, approximately 500 feet from the northern project site boundary. These residences are also set back on a higher elevation than the proposed project. Onsite lighting would not be directed in the direction of these residences. Building and parking lot lighting would help foster a safe pedestrian environment for patrons seeking retail at nighttime. Parking lot lighting would be maintained at a level necessary to ensure public safety without impacting residential properties. Incorporation of PDFs 1-5 through 1-7 would further reduce the visibility of interior light sources, resulting in a less than significant lighting impact from parking lot and building lighting.

Edge Lighting

Entry Signs

The nearest residential land uses to any proposed lighting (interior or edge) are the residences in the northeast corner of the intersection of Neil Armstrong Street and Paramount Boulevard. These residences are approximately 300 feet from the proposed entry identity sign at Paramount Boulevard (proposed intersection of Market Place Drive and Paramount Boulevard). However, they would not have a direct line of sight to proposed sign. Dense vegetation lies between the residences and the roadways, blocking view of the sign. This sign would also be visible to travelers on Paramount Boulevard and the surrounding commercial land uses at the existing intersection of Neil Armstrong Drive and Paramount Boulevard.

The entrance sign at Potrero Grande Drive would be visible to drivers on Potrero Grande Drive and the offices at the intersection of Potrero Grande Drive and Greenwood Avenue. There are no immediate land uses across Potrero Grande Drive from the project site. It would not be visible by any sensitive land uses. Further, the incorporation of PDFs 1-4, 1-5, and 1-7 would reduce impacts to less than significant levels.

LED Billboards

The four LED billboards would be placed onsite at 1,000-foot intervals along the northern side of SR-60. The entire screen of each LED billboard would produce high resolution lighted images with LED light pixels that are spaced at 16 millimeters apart. Each LED billboard would be equipped with dimming capabilities that allow the signs to be adjusted to 1,024 different levels of brightness. These signs would be most visible to westbound drivers on SR-60; however, they may also be viewed by eastbound drivers. The area across SR-60, in the City of Montebello, is the former OII landfill and does not have any sensitive land uses. The nearest residences are a little over 700 feet to the north of the most easterly billboard. The remaining three billboards would not be near residential land uses, and all billboards would be oriented away from nearby residential uses. Since the LED billboards are directed toward the freeway, only small amounts of indirect light would be seen by residences on Neil Armstrong Street.

As seen from Figure 5.1-2, eastbound drivers would most likely not be able to see all four signs clearly at the same time because of the overpass and the distance between the signs. Drivers would be exposed to the light of one or two signs at a time, minimizing the lighting intensity of the signs. Westbound drivers would only clearly see two signs at a time because of the curve in SR-60 (see Figure 5.1-3). This would minimize the amount of light westbound drivers are exposed to.

Although the proposed LED billboards would add new sources of light to the existing freeway pole lights, vehicle lights, and adjacent billboard lighting, it would not introduce light that is intense enough to cause

substantial impact to drivers. Drivers from either direction would not be exposed to all four LED screens at once, and exposure length would be brief, assuming traffic is flowing freely.

As the proposed LED billboards would be located within 660 feet of SR-60, the signs would need to comply with all requirements of the Outdoor Advertising Act, which was enacted by the state legislature to ensure signage visible from a state right-of-way does not result in an environmental impact or roadway hazard. The proposed electronic signs would comply with Outdoor Advertising Act requirements that limit the frequency of changing images in order to ensure traffic safety. Pursuant to California Business and Professions Code 5403, the electronic signs would also not include any flashing, blinking, or intermittent lights. Any amendment to the City's sign ordinance to allow any proposed LED billboards would require additional review and analysis, including a specific sign plan to be approved by the City after approval of an amendment to the signage ordinance, if any, by City voters. The conceptual sign plan contained in this SEIR is intended to provide general standards and guidelines of the type of signage anticipated for the MPMP Precise Plan and would require subsequent approval by the City. Upon incorporation of PDFs 1-4, 1-5, and 1-7 and compliance with state and local requirements, the lighting and safety impacts associated with the LED signs would be mitigated to less than significant levels.

5.1.5 Cumulative Impacts

Aesthetic and Scenic Resources

The project site is surrounded by urban development. The proposed project would be consistent with the surrounding urban character. There are no scenic resources on or near the project site that would be affected by the proposed project. Cumulative development projects in the area include a shopping center at Rush Street and Walnut Grove Avenue in Rosemead (completed), a hotel at 888 Montebello Avenue (completed), and a residential specific plan south of SR-60 between Lincoln Avenue and Montebello Boulevard (not completed). These projects are all filling in areas currently surrounded by similar urban development, or they would occupy land currently used for industrial activities (the residential specific plan would cover an area formerly used for oil drilling). All three of these areas do not have aesthetic resources nor offer scenic vistas to surrounding land uses; they would not substantially alter the existing urban character. No cumulative impacts to scenic resources would occur.

Lighting

The proposed lighting on the proposed project buildings and signs would create new sources of light to the area that would contribute to cumulative light levels. This cumulative light would be most noticeable at night. Although most of the proposed lighting would be not be visible by sensitive land uses (i.e., residential land uses), the proposed project and cumulative projects would contribute cumulatively to the night sky conditions. However, the City's Municipal Code requires all outdoor lighting in commercial/professional zones to be shielded to prevent light spillage (Monterey Park Municipal Code Section 21.16.160). This requirement would help ensure that outdoor light is directed inwards and reduce the amount of light being directed toward the night sky or nearby properties.

5.1.6 Existing Regulations and Standard Conditions

State

State of California Outdoor Advertising Act, Business and Professions Code, Section 5200 et seq.

City of Monterey Park Municipal Code

- Section 21, Zoning, Chapter 21.24, R-S – Regional Specialty Center Zone: All outdoor lighting shall be located and shielded so as to prevent the direct spillage of light or glare onto adjacent lots and streets. Areas of open parking shall be illuminated to provide an average lighting level of no less than two foot-candles, and a minimum individual lighting level of no less than one foot-candle. All parking garage structures shall be illuminated to provide an average lighting level of no less than five foot-candles, and a minimum individual lighting level of no less than two foot-candles. (Ord. 2012 § 3, 2003; Ord. 1409 § 2 (part), 1976: prior code § 9437(9))

- Section 21, Zoning, Chapter 21.50, Sign Regulations, Subpart 190, Billboards and outdoor advertising structures prohibited:

    - (a) No billboards or outdoor advertising structures shall be permitted in any zone in the city. This prohibition shall not apply to any billboard or outdoor advertising structure (1) for which a building permit or the equivalent has been obtained, and (2) for which construction has commenced and substantial liabilities have been incurred, both in good faith reliance on the permit. The issue on the substantiality of expenditures, and liabilities, and the issue of good faith are questions of fact to be determined by the city council, with the burden of proof on the applicant. Any person or entity who speeds up his or her project with knowledge of the pendency of this section will be deemed not to have proceeded in good faith.

    - (b) This section shall not be amended except by a majority of the voters of the city voting thereon at a regular or special municipal election. (Ord. 1921 § 2 (part), 1997)

Development Guidelines and Standards (from MPMP Precise Plan)

PDF-1-1 Signs shall accentuate the architecture of the project and contribute to a lively and visually stimulating experience.

PDF-1-2 Wayfinding signage shall be located to orient pedestrians to the project site and local transit options and its surroundings. The appearance of directory signs should contribute to the identity of the project.

PDF-1-3 The location, size and appearance of tenant identification and storefront signs shall lend support to retail activity, complementing the architecture of the building and overall character of the project.

PDF-1-4 Off-site signs and LED signs shall not be oriented towards residential areas.

PDF-1-5 Lighting fixtures including lighted signs shall be state-of-the-art and energy-efficient, shall be focused down on buildings and in parking lot areas, and light spill beyond parking lots or roadways on the perimeter of the site shall not be greater than 0.5 foot-candles. Light sources shall be shielded and focused to reduce visibility from residential areas and the adjacent freeway.

PDF-1-6 To minimize the impact of lighted parking areas, the lighting system shall be designed with full cut-off designs (downcast) and should be equipped with the ability to control light fixtures for individual areas at different lighting levels, such as from active operation to security mode.

PDF-1-7 Prior to the approval of improvement plans for the surface parking areas, the project applicant shall submit a parking and sign lighting plan for review and approval by the Department of Public Works. The lighting plan shall include the amount, location, height, and intensity of sign and parking-area lighting, designed in a manner to reduce potential for light and glare and incidental spillover into adjacent residential properties to the maximum extent feasible, while maintaining public safety and adequate lighting to ensure sign visibility.

PDF-1-8 Rooftop equipment (e.g., HVAC units, vents, etc.) should be enclosed in architecturally treated parapets that extend at least 12 inches above the tallest piece of equipment.

5.1.7 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.1-1 and 5.1-2.

5.1.8 Mitigation Measures

Mitigation Measures from the MPTP EIR

Aesthetics/Views

Although the 2000 MPTP EIR found aesthetic and view impacts to be less than significant, the 2000 MPTP EIR included the following mitigation measures. These mitigation measures are not being carried over to the proposed Precise Plan EIR since there are no identified potentially significant aesthetic impacts.

> ~~Rooftop equipment (.e.g. HVAC units, vents, etc.) should be enclosed in architecturally treated parapets that extend at least 12 inches above the tallest piece of equipment.~~
>
> ~~The cut slope along the northeastern property boundary should be landscaped with trees that extend above the ridgeline to screen possible off site rooftop views from the northeast.~~
>
> ~~No advertising billboards should be placed along the project site's Pomona Freeway frontage.~~
>
> ~~In no case should tenant identification extend above structure rooflines.~~
>
> ~~All on site utilities should be placed underground.~~

Light and Glare

All light and glare impacts for the 2000 MPTP EIR were less than significant and no mitigation measures were identified.

Additional Mitigation

No potentially significant impacts are identified as a result of the proposed MPMP Precise Plan. No mitigation measures are required.

5.1.9 Level of Significance After Mitigation

There are no significant and unavoidable aesthetic impacts.