1. Executive Summary

1.1 INTRODUCTION

This Supplement to the Monterey Park Towne Plaza Environmental Impact Report (SEIR) addresses the environmental effects associated with the implementation of the proposed Monterey Park Market Place. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide the public and local and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making. This environmental document focuses on those impacts determined to be potentially significant as discussed in the Initial Study completed for the revised proposed project (see Appendix A). This SEIR also contains information necessary to supplement the EIR prepared for the 2000 Monterey Park Towne Plaza (State Clearing House No. 1999051058) (CEQA Guidelines Section 15163). Refer to Section 1.2.2 for a detailed description of the type and purpose of this SEIR.

This SEIR has been prepared pursuant to the requirements of CEQA and the City of Monterey Park's CEQA procedures. The City of Monterey Park, as the lead agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel from other departments and review of all technical subconsultant reports.

Data for this SEIR was obtained from onsite field observations, discussions with affected agencies, analysis of adopted plans and policies; review of available studies, reports, data and similar literature; and specialized environmental assessments (air quality, greenhouse gas emissions, noise, and transportation and traffic).

1.2 ENVIRONMENTAL PROCEDURES

This SEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are:

1) To disclose to decision makers and the public the significant environmental effects of proposed activities.

2) To identify ways to avoid or reduce environmental damage.

3) To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.

4) To disclose to the public reasons for agency approval of projects with significant environmental effects.

5) To foster interagency coordination in the review of projects.

6) To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.2.1 SEIR Format

Section 1. Executive Summary: Summarizes the background and description of the proposed project, the format of this SEIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Section 2. Introduction: Describes the purpose of this SEIR, background on the project, the Notice of Preparation, the use of incorporation by reference, and Final SEIR certification.

Section 3. Project Description: A detailed description of the project, the objectives of the proposed project, the project area and location, approvals anticipated to be included as part of the project, the necessary environmental clearances for the project, and the intended uses of this SEIR.

Section 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the project as they existed at the time the Notice of Preparation was published, from both a local and regional perspective. The environmental setting provides baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the proposed project.

Section 5. Environmental Analysis: Provides, for each environmental parameter analyzed, a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance of the adverse impacts of the project after mitigation is incorporated and the potential cumulative impacts associated with the proposed project and other existing, approved, and proposed development in the area.

Section 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the proposed project.

Section 7. Alternatives to the Proposed Project: Describes the impacts of the alternatives to the proposed project, including the No Project/Existing Site Plan Alternative (2000 Monterey Park Towne Plaza), Alternative Land Use Plan: Light Industrial Land Uses, and the Reduced Intensity Alternative.

Section 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this SEIR.

Section 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the project.

Section 10. Growth-Inducing Impacts of the Project: Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Section 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this SEIR for the proposed project.

Section 12. Qualifications of Persons Preparing SEIR: Lists the people who prepared this SEIR for the proposed project.

Section 13. Bibliography: A bibliography of the technical reports and other documentation used in the preparation of this SEIR for the proposed project.

Appendices. The appendices for this document (presented in PDF format on a CD attached to the front cover) contain the following supporting documents:

- Appendix A: Initial Study/Notice of Preparation
- Appendix B: Comments on the Notice of Preparation
- Appendix C: Air Quality Study
- Appendix D: Noise Study
- Appendix E1: Traffic Impact Assessment
- Appendix E2: Saturday Traffic Analysis at Paramount Boulevard/SR-60 Ramp Terminals Technical Study
- Appendix F: Water Supply Assessment
- Appendix G: Preliminary Hydrology Study

1.2.2 Type and Purpose of This SEIR

According to Section 15121(a) of the CEQA Guidelines, the purpose of an SEIR is to:

> *Inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

The impacts associated with the previous project (Monterey Park Towne Plaza) were disclosed in the certified 2000 Monterey Park Towne Plaza EIR (2000 MPTP EIR). The previous project as described and analyzed in

the 2000 MPTP EIR has been revised as described in Chapter 3, *Project Description,* of this SEIR. Section 15163 of the CEQA Guidelines provides that:

(a) The lead or responsible agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and

2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

(b) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.

(c) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.

(d) A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.

(e) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

In accordance with Section 15163 of the CEQA Guidelines, this document has been prepared as a supplement to the 2000 MPTP EIR and:

- Incorporates the 2000 MPTP EIR by reference.
- Contains information necessary to make the EIR prepared for the previous project adequate for the revised project.
- Evaluates the potential environmental impacts of the changes to the previous project evaluated in the previously certified 2000 MPTP EIR.
- Focuses on the land uses of the revised project and analyzes the potentially significant impacts of these proposed land uses.
- Updates the environmental setting in terms of the resources in the project area that will be affected by the revised project.
- Updates the 2000 MPTP EIR discussion of cumulative impacts, project alternatives, growth-inducing impacts, and other required sections of this SEIR.

The following actions have been completed since the certification of 2000 MPTP EIR and are therefore no longer associated with the proposed project:

- Removal of the existing industrial buildings, including the Recycled Woods Productions operation, the Ecology Auto Wrecking area, Aman Brothers Pavement Crushing, and Manhole Adjustment, Inc.

- Construction of the thermal reduction facility to the south of the leachate treatment plant. (Note: This was not included as part of the previous project and is not included as part of the proposed project.)

- Remediation work to remove contaminated soil and material and cap the northern landfill, making the site suitable for development (described below).

1.3 PROJECT LOCATION

The proposed Monterey Park Market Place is in the southern portion of the City of Monterey Park and borders the City of Montebello. It would be at 2550 Greenwood Avenue, north of SR-60 between the Paramount Boulevard and Potrero Grande Drive freeway exits. The project site is bounded by Southern California Edison (SCE) easements on the northwest and northeast. Beyond the SCE easements are Potrero Grande Drive to the northwest and the Resurrection Cemetery and residential land uses to the northeast and east. Greenwood Avenue accesses the site from the north from Potrero Grande Drive; Neil Armstrong Street intersects Paramount Boulevard to the east of the site.

1.4 PROJECT BACKGROUND

The proposed project would be built over approximately 42 acres of the North Parcel of the closed Operating Industries Incorporated (OII) Landfill. The South Parcel (145 acres) is south of SR-60. Municipal waste collection on the North Parcel ceased in 1975 and on the South Parcel in 1984. Hazardous waste was collected on a 32-acre portion of the South Parcel between 1976 and 1984 (NCI 2008). The OII Landfill, including the portion on the project site, was declared a Superfund site in May 1986 (NCI 2008). The previous 2000 MPTP EIR was accompanied by an Environmental Impact Statement (EIS) completed in accordance with the National Environmental Protection Agency (NEPA), because of the federally assisted land acquisition and access activities required to complete site cleanup. The City of Monterey Park received an Economic Development Initiative (EDI) grant from the US Department of Housing and Development (HUD) to help finance the acquisition and cleanup process. HUD was the federal lead agency for the previous EIS, and the City of Monterey Park was the local lead agency for the previous EIR. Since the cleanup operations have been complete since the certification of the 2000 MPTP EIR, there is no longer a NEPA component to the proposed project.

1.5 PROJECT SUMMARY

1.5.1 Proposed Land Uses

The proposed project, the Monterey Park Market Place, revises the previous site plan for the Monterey Park Towne Plaza by increasing the total retail square footage from 515,382 to 600,000. The project site covers a total area of 51.1 acres, 42.1 of which are part of the closed OII Landfill and approximately 9 of which are within existing Southern California Edison (SCE) easements. The proposed project would have similar retail uses, including drive-thru and sit-down restaurants, large anchor retail stores with garden centers, and smaller specialty retail shops. A gas station is also proposed on the project site as part of one of the large anchor retail stores. Table 1-1 summarizes the proposed land uses with the parking demand factors for each type of land use. The proposed land uses require a minimum of 2,333 parking spaces, which would be provided onsite.

Table 1-1
Proposed Plan for Development

Building Type	Gross Building Area (sf)	Building Usage	Parking Demand (per 1,000 sf)[1]	Parking Spaces Required
Buildout by Individual Building				
Retail "A" – Anchor 1	128,000	Home Improvement	3.40	520
Garden Center	25,000	Garden Center	NA	
Retail "B" – Anchor 2	99,011	Retail/Department Store	3.02	299
Retail "C" – Anchor 3	134,000	Retail/Department Store	3.02	
Garden Center	12,000	Garden Center	NA	441
Retail "D" – Anchor 4	138,000	Wholesale/Discount Store	2.75	380
Optional Retail (Fitness Center)[2]	25,000	Fitness Center	5.19	130
Retail "E"	9,248	Mixed Retail/Restaurant	16.30	171
Retail "G"	10,516	Mixed Retail/Restaurant	16.30	151
Pad 1	3,225	Bank	3.49	11
Pad 2	5,000	Fast Food Restaurant	9.90	50
Pad 3	6,000	Restaurant	16.30	98
Pad 4	5,000	Restaurant	16.30	82
Pad 5	NA	Gas Station	NA	NA
Total	**600,000**	NA	NA	2,333
Buildout by Building Type				
Total Anchor (including garden centers)[2]		561,011 sf		
Total Retail (nonanchor)[3]		3,225–22,989 sf		
Total Restaurant[4]		16,000–35,764 sf		
Gas Station[5]		NA sf		

Source: Monterey Park Retail Partners, LLC, 2009.

1 The parking demand is based on the highest possible parking demand for the proposed project site.

2 The 25,000-square-foot fitness center and the 12,000-square-foot garden center are not shown on the site plan but are included in the total square footage to provide a more conservative parking estimate. If the fitness center option is chosen, it would be built as part of Building D. The second garden center would be built with Building C. The total parking demand is based on the buildout of a fitness center and the 12,000-square-foot garden center in addition to the buildout of Building D and Building C.

3 This range of totals includes Mixed Retail/Restaurant and Bank. If Retail E and G are developed entirely as mixed retail, total retail (nonanchor) square footage would be 22,989. If Retail E and G are developed entirely as restaurants, total retail (nonanchor) square footage would be 3,225.

4 This range of totals includes Mixed Retail/Restaurant, Fast Food Restaurant, and Restaurant uses. If Retail E and G are developed entirely as restaurants, the total restaurant square footage would be 35,764. If Retail E and G are entirely developed as mixed retail, the total restaurant square footage would be 16,000.

5 The gas station is not a stand-alone brand. It is part of Retail D – Anchor 4.

Based on the type of commercial business and the various buildout options, anchor stores, including the garden centers, would make up a maximum of 561,011 square feet, nonanchor retail would make up 3,225 to 22,989 square feet, and restaurants would make up 16,000 to 35,764 square feet of the total gross building area.

Although not included with the proposed project, a leachate treatment plant (LTP) and thermal destruction facility (TDF) will continue to operate on the project site. Leachate is a common product of landfills, made of groundwater and the compounds of decomposing material in the landfill. The LTP collects leachate from the south parcel of the OII landfill and treats it. Off-gas is produced during leachate treatment and must be burned in the treatment plant. The LTP directs off-gas to the South Parcel via a 12-inch pipeline, where it is burned along with gas produced in the South Parcel. The TDF structure has two 60-foot high stacks, each approximately 6 feet in diameter. It was constructed after the certification of the 2000 MPTP EIR and improves

the leachate treatment process. The structure would be contained by a chain-link fence and public access would be restricted.

Monterey Park Market Place Precise Plan

The proposed project includes the Monterey Park Market Place (MPMP) Precise Plan, which is a required document for development within the Regional-Specialty Center (R-S) Planned Development Overlay Zone to ensure consistency with the Monterey Park General Plan. The purpose of having a precise plan is to describe how the proposed project would meet the requirements of the Planned Development Overlay Zone on the project site; provide the overall design concept for the site; implement the goals, policies, and objectives of the City's general plan as feasible; and establish the development regulations and framework for the project site.

Detailed building and site development standards and regulations are included in the precise plan, such as architectural themes, building height, and types of permitted businesses. Maximum height of buildings is set in the MPMP Precise Plan and meets the standards of the R-S Planned Development Zone Overlay, which is 50 feet or 4 stories. Architectural features are allowed to project an additional 15 feet above maximum building height with the approval of a conditional use permit. The proposed buildings would be between 30 and 50 feet in height (up to 60 feet with architectural features).

Project Access and Parking

The existing access road for the proposed project site is Greenwood Avenue, which enters the northern boundary of the project site from Potrero Grande Drive. The main road through the development would be named Market Place Drive. This road would be slightly realigned where it enters the project site on the north and then extended toward the east corner of the site. Neil Armstrong Street would no longer intersect Paramount Avenue but would intersect Market Place Drive instead. Market Place Drive would intersect Paramount Avenue east of the project site. With the completion of all roadway improvements, the site would be accessible from both Potrero Grande Drive and Paramount Boulevard off of SR-60.

Market Place Drive would serve as the main public/private roadway through the retail center and it would allow truck and standard vehicle access. Additional specified truck/service routes would allow access to the buildings to allow for pick-up and delivery of goods. The circulation plan for the project site will identify the primary vehicle, truck/service, and pedestrian access routes on the project site.

Onsite parking is provided based on the parking demand ratio of the proposed land uses per 1,000 square feet of building space, as shown in the far right column in Table 1-1. A minimum of 2,333 spaces would be provided, including 44 handicapped spaces throughout the site, placed near the entrances for anchor stores, the smaller mixed retail/restaurant stores, and the retail/restaurant pads. Although 2,333 are required, up to 2,386 would be provided, which would result in a surplus of up to 53 parking spaces. All parking lots are aboveground surface lots and would be accessible from Market Place Drive.

Alternate Land Use Scenario: Small-Box Development

An alternative layout to the proposed project is also provided for the project site in the event that the project applicant opts to develop a small-box retail shopping center instead of the big-box retail. The small-box alternative would have a reduced total square footage of 534,751 square feet that would include three anchors, six smaller retail stores, and five retail pads. It would still have Retail A, B, and C in the same locations with the same dimensions but only Retail A would have a garden center. The largest anchor, Retail D (163,000 square feet), would be broken into five smaller retail stores (Retail D, E, F, G, and H), which would

have a combined total square footage of 167,000 square feet. Retail E would be divided into Pads 1 and 2, both 5,000 square feet.

The proposed square footage for each of the proposed land uses is provided in the alternative site plan layout. Anchor stores would have a total square footage of 318,370, and retail nonanchor stores would have a total square footage between 185,600 and 196,116, depending on whether Retail I is developed as retail or restaurant. Restaurants would have a total square footage of between 20,265 and 30,781.

The small-box alternative would also replace the gas station on the northeast corner of the site with a 7,000-square-foot retail pad (Pad 4) and replace Pad 2 (5,000 square feet) with Pad 5 (3,265 square feet).

For purposes of environmental analysis, the alternate small-box site plan scenario is being treated as having the same or similar impacts at the proposed project. The general site layout, construction phasing, and public and service demands would be similar between the proposed project and the alternate scenario. However, additional traffic analysis was completed for the alternate scenario, which is discussed in Section 5.5 of this SEIR and is included in the Traffic Impact Assessment (Appendix E1). In the event that minor adjustments are made to the location and size of buildings in the small-box site plan scenario, the changes must not increase the project-related impacts associated with the small-box site plan scenario. If impact levels are increased, additional environmental analysis would be required. The City would be responsible for ensuring the modifications do not require additional environmental review.

1.6 SUMMARY OF PROJECT ALTERNATIVES

CEQA requires that an EIR include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines Section 15126.6). Three alternatives are analyzed in detail in Section 7, *Alternatives*.

- No Project/Existing Site Plan Alternative (2000 Monterey Park Towne Plaza)
- Alternative Land Use Plan: Light Industrial Land Uses
- Reduced Intensity Alternative

1.6.1 No-Project/Existing General Plan Alternative

The No Project/Existing Site Plan Alternative assumes the project site would be developed as approved in 2000. The approved Monterey Park Towne Plaza project had a total of 515,382 square feet of retail land uses, including a home improvement store, at least one restaurant, and various other retail businesses. This alternative would have less greenhouse gas, transportation and traffic, and utilities and service systems impacts than the proposed project. Impacts to air quality and noise would be similar, though slightly less. Although the No Project/Existing General Plan Alternative would reduce one of the four identified unavoidable significant impacts of the proposed project, the amount lessened would not be substantial and similar mitigation measures would be required. This alternative would meet all of the project objectives (listed in Section 3.3 of this SEIR) to mostly the same extent.

1.6.2 Alternative Location

The Alternative Land Use Plan Alternative would allow for development of the site with 600,000 square feet of light industrial and some commercial land uses, including light industrial and manufacturing, with supporting office space and compatible commercial businesses. It is assumed that the project site would be graded and developed with a physical layout similar to the proposed project. The Alternative Land Use Plan would have

similar impacts to air quality, greenhouse gas emissions, and noise when compared to the proposed project. It would not be able to avoid significant impacts to these environmental categories. It would reduce the impacts to utilities and service systems and transportation and traffic. It would reduce vehicle trips to 4,128 during the week and 792 on the weekends (Saturday), which would be a substantial reduction from the proposed project, and this alternative is environmentally superior to the proposed project in transportation and traffic impacts. It would also be able to meet some but not all of the project objectives listed in Section 3.3 of this SEIR.

1.6.3 Reduced Intensity Alternative

The Reduced Intensity Alternative would reduce the proposed project's total square footage by 10 percent. Therefore, the total square footage would be 540,000 square feet. Assuming a proportionate reduction to each individual land use, this would result in 504,910 square feet of anchor retail space, between 2,903 and 20,690 square feet of retail space, and between 14,400 and 32,188 square feet of restaurant space. This alternative would have less impact on greenhouse gas emissions, noise, transportation and traffic and utilities when compared to the proposed project. While reducing three of the four identified unavoidable significant impacts of the Proposed Project, reduction would not be substantial enough to avoid significant impacts. This alternative would meet all of the project objectives (listed in Section 3.3 of the SEIR) but not to the degree of the proposed project.

1.7 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to the following:

1. Whether this SEIR adequately describes the environmental impacts of the project.

2. Whether the benefits of the project override the environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.

3. Whether the proposed land use changes are compatible with the character of the existing area.

4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.

5. Whether there are other mitigation measures that should be applied to the project besides those identified in the SEIR.

6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.8 AREAS OF CONTROVERSY

There are no areas of controversy related to the proposed project. The main issues of concern as discerned from the 2000 MPTP EIR were related to mitigating traffic impacts. Since the proposed project would generate traffic in the project area, improvements must be made to the existing roadway network. The funding for these improvements must be secured prior to their implementation.

1.9 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-2 summarizes the conclusions of the environmental analysis contained in this SEIR. Impacts are identified as significant or less than significant and for all significant impacts mitigation measures are identified. The level of significance after imposition of the mitigation measures is also presented. Mitigation measures from the 2000 MPTP EIR have been incorporated and modified. Modifications to the original mitigation measures are identified in ~~strikeout text~~ to indicate deletions and <u>underlined</u> to signify additions.

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

	Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS				
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.	Less Than Significant	No mitigation measures required.	Less Than Significant
5.1-2	The proposed project would generate additional light and glare compared to the 2000 MPTP EIR.	Less Than Significant	No mitigation measures required.	Less Than Significant
5.2 AIR QUALITY				
5.2-1	The proposed project is consistent with the applicable Air Quality Management Plan.	Less Than Significant	No mitigation measures required.	Less Than Significant
5.2-2	Construction activities associated with the MPMP Precise Plan would generate short-term emissions that exceed SCAQMD'S regional significance threshold for NO_X, which is a new significant impact not identified in the 2000 MPTP EIR.	Potentially Significant	**Mitigation Measures from the 2000 MPTP EIR** The following mitigation measures have been carried through from the 2000 MPTP EIR and have been renumbered for the purposes of this SEIR. Modifications to the original mitigation measures are identified in ~~strikeout text~~ to indicate deletions and underlined to signify additions. 2-1 The construction contractor shall ~~Use adequate~~ water a minimum of three times daily for dust control (preferably using reclaimed water) during ground-disturbing activities. 2-2 The construction contractor shall operate PM10-efficient ~~Operating~~ street sweepers or roadway washing trucks on adjacent roadways to remove dirt dropped by construction vehicles or dried mud carried off by trucks moving or bringing construction materials at least once a day during ground disturbing activities. 2-3 The construction contractor shall cover ~~Covering~~ trucks or ~~wetting~~ wet down loads of any dirt hauled to or from the project site. A	Significant and unavoidable. Regional construction impacts are a new significant and unavoidable impact compared to the 2000 MPTP EIR.

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		minimum of 24-inches of freeboard shall be maintained on any soil haul truck. 2-4 The construction contractor shall perform ~~Performing~~ low-NOx emissions tune-ups on on-site equipment operating on-site for more than 60 days. 2-5 The construction contractor shall utilize ~~Utilize~~ electrical line power instead of portable construction equipment, where feasible. 2-6 ~~Requiring on-site contractors to operate~~ The construction contractor shall implement a congestion relief program. ~~Including~~ The congestion relief program shall require the construction contractor to implement the following: 1. Rideshare incentives, such as bus passes, shall be provided for construction personnel by Operating Industries Incorporated or the Construction Contractor. 2. Off-street parking for construction contractors and employees shall be provided. 3. Lane closures shall be limited to non-peak traffic hours, as approved by the affected jurisdiction. 4. Receipt of construction materials shall be scheduled for non-peak traffic periods where possible. In addition, receipt of construction materials shall be limited to hours of 7 AM and 7PM on weekdays, ~~and~~ the hours of 9 AM and 6 PM on Saturdays, and prohibited on Sundays and holidays in accordance with the Monterey Park Municipal Code. **Additional Mitigation** 2-7 The construction contractor shall utilize off-road construction	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

	Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			equipment that conforms to Tier 3 of the United States Environmental Protection Agency, or higher emissions standards for construction equipment over 50 horsepower that are commercially available during site preparation (i.e., grading, trenching). The construction contractor shall be made aware of this requirement prior to the start of construction activities. Use of commercially available Tier 3 or higher off-road equipment, or: • ~~of~~ year 2006 or newer construction equipment for engines rated equal to 175 horsepower (hp) and greater; • year 2007 and newer construction equipment for engines rated equal to 100 hp but less than 175 hp; and • 2008 and newer construction equipment for engines rated equal to or greater than ~~over~~ 50 hp. The use of such equipment shall be stated on all grading plans. The construction contractor shall maintain a list of all operating equipment in use on the project site during site preparation (e.g., grading, trenching). The construction equipment list shall state the makes, models, and numbers of construction equipment on-site.	
5.2-3	Long-term operation of the MPMP Precise Plan would generate air pollutant emission that would continue to exceed the SCAQMD's regional significance thresholds for VOC, NO_x, and CO and cumulatively contribute to the SOCAB's nonattainment designations. In addition, the MPMP Precise Plan would exceed SCAQMD's regional significance thresholds for particulate matter (PM_{10} and $PM_{2.5}$). Since emissions	Potentially Significant	**Mitigation Measures from the 2000 MPTP EIR** The following mitigation measures have been carried through from the 2000 MPTP EIR and have been renumbered for the purposes of this SEIR. Modifications to the original mitigation measures are identified in ~~strikeout text~~ to indicate deletions and underlined to signify additions. 2-8 ~~Provide preferential~~ Preferential parking spaces for employee carpools and vanpools shall be provided onsite. The location of preferential parking for employees carpool/vanpools shall be shown on the parking plans/Precise Plan for the project to the satisfaction of the Development Services Department. 2-9 ~~Design an~~ The applicant shall submit an on-site circulation plan, ~~in~~	Significant and unavoidable. $PM_{2.5}$ and PM_{10} emissions are new significant and unavoidable impacts compared to the 2000 MPTP EIR.

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
of particulate matter (PM_{10} and $PM_{2.5}$) were not identified in the 2000 MPTP EIR, this is a considered a new significant impact.		including parking lots, that shows the flow of internal traffic to minimize vehicle queuing blocking parking aisles or public streets. The circulation plan shall be designed to the satisfaction of the Development Services Department. 2-10 The applicant shall construct an ~~Construction~~ on-street bus shelter(s) subject to the approval of transit agency staff. A pedestrian pathway from the bus shelter(s) to the project site shall be illuminated to ensure a safe path of travel ~~and provide a well-lighted, safe path to the center~~. The location of the bus shelter, pedestrian pathways, and lighting shall be submitted to the City on the circulation plan and/or lighting plans to the satisfaction of the Development Services Department. 2-11 The applicant shall connect onsite Class III bicycle lanes with off-site bicycle lanes ~~Construction off-site bicycle facility improvements~~ that will link the facility to designated bicycle paths in Monterey Park. Bicycle circulation shall be shown on circulation plans for the project to the satisfaction of the Development Services Department. 2-12 ~~Include bicycle~~ Bicycle parking facilities, such as bicycle lockers and racks for shoppers and employees shall be provided on-site to the satisfaction of the Development Services Department. The location of bicycle facilities (e.g., lockers and racks) shall be shown on the Precise Plan for the project. 2-13 The applicant shall construct ~~Construct~~ on-site pedestrian facilities improvements, such as building access which is physically separated from street and parking lot traffic and walk paths. The circulation plan shall include pedestrian connectivity on-site and the plan shall be prepared to the satisfaction of the Public Works Department.	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

	Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			2-14 The City Engineer shall synchronize ~~Synchronize~~ traffic signals on intersections abutting the development prior to approval of the first occupancy permit. 2-15 The applicant shall request in writing that tenants schedule ~~Schedule~~ truck deliveries and pickups for off-peak hours where feasible. 2-16 The applicant shall provide ~~Provide~~ on-site truck loading zones that are shielded from off-site residential areas. The location of loading zones shall be shown on the Precise Plan to the satisfaction of the Development Services Department. 2-17 The applicant shall work ~~Work~~ with the City to implement or contribute to public outreach programs, which promote alternative methods of transportation such as information kiosks. The following mitigation measure from the 2000 MPTP EIR has been deleted. This measure is deleted because the project, as proposed, includes services (e.g., restaurants, banks, etc.) that would be available to onsite employees and is therefore not warranted. ~~Provide on-site employee services such as food services, banks, etc.~~	
5.2-4	Construction activities associated with the MPMP Precise Plan would expose sensitive receptors to substantial pollutant concentrations of PM_{10}, which is new significant impact that was not identified in the 2000 MPTP EIR.	Potentially Significant	Mitigation measures 1-1, 1-2, 1-3, and 1-7 would also reduce concentrations of PM_{10} generated during site preparation activities. The following additional mitigation measure is proposed to further reduce concentrations of PM_{10} during site preparation. 2-18 During all grading activities, the construction contractor shall apply chemical soil stabilizers on inactive areas (i.e., disturbed areas within the site that are unused for four consecutive days). 2-19 Grading operations shall be suspended when wind speeds exceed 25	Less Than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		miles per hour.	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

	Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.2-5	Operation of the proposed project would not expose off-site sensitive receptors to substantial concentrations of air pollutants.	Less Than Significant	No mitigation measures required.	Less Than Significant
5.3 GREENHOUSE GAS EMISSIONS				
5.3-1	Project-related greenhouse gas emissions are Cumulatively considerable and are a new significant impact not identified in the 2000 MPTP EIR.	Potentially Significant	**Mitigation Measures from the 2000 MPTP EIR** The following mitigation measures are air quality measures that also contribute toward GHG reductions. These measures have been carried through from the 2000 MPTP EIR and have been renumbered for the purposes of this SEIR. Modifications to the original mitigation measures are identified in ~~strikeout text~~ to indicate deletions and <u>underlined</u> to signify additions. 2-5 <u>The construction contractor shall utilize</u> ~~Utilize~~ electrical line power instead of portable construction equipment, where feasible. 2-6 ~~Requiring on-site contractors to operate~~ <u>The construction contractor shall implement</u> a congestion relief program<u>.</u> ~~Including~~ <u>The congestion relief program shall require the construction contractor to implement the following</u>: 1. Rideshare incentives, such as bus passes, shall be provided for construction personnel by Operating Industries Incorporated or the Construction Contractor. 2. Off-street parking for construction contractors and employees shall be provided. 3. Lane closures shall be limited to non-peak traffic hours<u>, as approved by the affected jurisdiction.</u> 4. Receipt of construction materials shall be scheduled for non-peak traffic periods where possible. In addition, receipt of construction materials shall be limited to hours of 7 AM <u>and</u>	Significant and unavoidable

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		7PM on weekdays, ~~and~~ the hours of 9 AM and 6 PM on Saturdays, and prohibited on Sundays and holidays in accordance with the Monterey Park Municipal Code.	
		2-7 The construction contractor shall utilize off-road construction equipment that conforms to Tier 3 of the United States Environmental Protection Agency, or higher emissions standards for construction equipment over 50 horsepower that are commercially available during site preparation (i.e., grading, trenching). The construction contractor shall be made aware of this requirement prior to the start of construction activities. Use of commercially available Tier 3 or higher off-road equipment, or: • ~~of~~ year 2006 or newer construction equipment for engines rated equal to 175 horsepower (hp) and greater; • year 2007 and newer construction equipment for engines rated equal to 100 hp but less than 175 hp; and • 2008 and newer construction equipment for engines rated equal to or greater than ~~over~~ 50 hp. The use of such equipment shall be stated on all grading plans. The construction contractor shall maintain a list of all operating equipment in use on the project site during site preparation (e.g., grading, trenching). The construction equipment list shall state the makes, models, and numbers of construction equipment on-site.	
		2-8 ~~Provide preferential~~ Preferential parking spaces for employee carpools and vanpools shall be provided onsite. The location of preferential parking for employees carpool/vanpools shall be shown on the parking plans/Precise Plan for the project to the satisfaction of the Development Services Department.	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
		2-9	~~Design an~~ The applicant shall submit an on-site circulation plan, ~~in~~ including parking lots, that shows the flow of internal traffic to minimize vehicle queuing blocking parking aisles or public streets. The circulation plan shall be designed to the satisfaction of the Development Services Department.	
		2-10	The applicant shall construct an ~~Construction~~ on-street bus shelter(s) subject to the approval of transit agency staff. A pedestrian pathway from the bus shelter(s) to the project site shall be illuminated to ensure a safe path of travel ~~and provide a well-lighted, safe path to the center~~. The location of the bus shelter, pedestrian pathways, and lighting shall be submitted to the City on the circulation plan and/or lighting plans to the satisfaction of the Development Services Department.	
		2-11	The applicant shall connect onsite bicycle lanes with off-site bicycle lanes ~~Construction off-site bicycle facility improvements~~ that will link the facility to designated bicycle paths in Monterey Park. Bicycle circulation shall be shown on circulation plans for the project to the satisfaction of the Development Services Department.	
		2-12	~~Include bicycle~~ Bicycle parking facilities, such as bicycle lockers and racks for shoppers and employees shall be provided on-site to the satisfaction of the Development Services Department. The location of bicycle facilities (e.g., lockers and racks) shall be shown on the Precise Plan for the project.	
		2-13	The applicant shall construct ~~Construct~~ on-site pedestrian facilities improvements, such as building access which is physically separated from street and parking lot traffic and walk paths. The circulation plan shall include pedestrian connectivity on-site and the plan shall be prepared to the satisfaction of the Public Works	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Department. 2-14 The applicant shall synchronize or cause to be synchronized ~~Synchronize~~ traffic signals on intersections abutting the development prior to approval of the first occupancy permit. 2-15 The applicant shall work ~~Work~~ with the City to implement or contribute to public outreach programs, which promote alternative methods of transportation such as information kiosks. **Additional Mitigation** The following mitigation measures have been incorporated to reduce the project's cumulative contribution of GHG emissions. The following measures are based on the California Air Pollution Control Officer's (CAPCOA) *CEQA and Climate Change*, Appendix B, *Mitigation Measure Summary*. 3-16 End-of-trip facilities, such as showers, lockers, and changing spaces, shall be provided for every 80 employee parking spaces and separate facilities for each gender shall be provided for projects with 160 or more parking spaces. Such facilities shall be incorporated into the site plan prior to issuance of a building permit to the satisfaction of the Development Services Department. 3-17 Two preferential parking spaces for alternative-fueled vehicles, including electric vehicles (EVs) and/or compressed natural gas (CNG) shall be incorporated into the site plan prior to issuance of a building permit to the satisfaction of the Development Services Department. The spaces shall be equipped with vehicle recharging stations with both conductive and inductive charging capabilities. 3-3 Applicants for new developments shall coordinate with construction contractors to integrate locally-made building materials for	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact		Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			construction of the proposed project, where feasible. 3-4 Prior to the issuance of a building permit, development plans for these structures shall be required to demonstrate that the project achieves a minimum energy-efficiency 5 percent above the 2008 Title 24, Part 6, Energy Efficiency Standards for Residential and Nonresidential Buildings, of the California Building Code requirements. Design strategies to meet this standard may include maximizing solar orientation for daylighting and passive heating/cooling, installing appropriate shading devices and landscaping, utilizing natural ventilation, and installing cool roofs. Other techniques include installing insulation (high reflectivity value) and radiant heat barriers, compact fluorescent and/or light emitting diode light bulbs, and low-emissivity window glazing or double-paned windows. Use of photovoltaics (PV) or other onsite generation of technologies that have equivalent energy reductions may be substituted for an increase in energy efficiency. 3-5 Prior to issuance of a building permit, plans shall show the use of materials that minimize the absorption of solar heat and subsequent transfer of heat to its surrounding environment. Cool pavement materials shall be used for any roadway or walkways as shown on the landscaping plan of the Precise Plan. Examples of materials that could be used include lighter-colored pavement materials, porous materials, or permeable or porous pavement. Additional examples of cool pavement materials are available at: http://www.epa.gov/heatisld/images/extra/level3_pavingproducts.html or similar websites.	
5.3-2	The Proposed Project Would Not conflict with the California Air Resources Board's Scoping Plan.	Less Than Significant	No mitigation measures are required.	Less Than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact		Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.4 NOISE				
5.4-1	Project-related noise increases would not exceed local standards.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.4-2	Construction activities would result in temporary noise increases in the vicinity of the proposed project.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.4-3	The project would not create substantial levels of short-term or long-term groundborne vibration and groundborne noise.	Potentially Significant	**Mitigation Measures from the 2000 MPTP EIR** No significant impacts were identified in the 2000 MPTP EIR related to noise and therefore no mitigation measures were adopted as part of the 2000 MPTP EIR. **Additional Mitigation** 4-1 During construction, the construction site supervisor shall ensure that the following minimum operating distances for construction equipment and the buildings located along Neil Armstrong Drive are maintained: • Loaded trucks and jackhammers - 20 feet • Large construction equipment (equivalent to a large bulldozer) – 40 feet • Vibratory roller – 50 feet	Less Than Significant
5.5 TRANSPORTATION/TRAFFIC				
5.5-1	Project-related trip generation for opening Year 2015 would significantly impact the Level of service at the intersections previously identified as significant in the 2000 MPTP EIR. In Addition, new intersections would also be significantly impacted from the proposed project for Opening year 2015 and Buildout Year 2025 for the existing area roadway system.	Potentially Significant	**Mitigation Measures from the 2000 MPTP EIR** All mitigation measures for transportation and traffic impacts from the 2000 MPTP EIR have been replaced by new mitigation measures. The previous mitigation measures are not included as part of the required mitigation for this SEIR. The recommended improvements identified in the mitigation measures listed below would supersede the improvements recommended in the 2000 MPTP EIR. **Additional Mitigation** ***Opening Year 2015*** <u>Intersections in the City of Monterey Park</u>	**Significant and unavoidable.** All arterial roadways and intersections with one exception would operate at an acceptable level of service or no worse than No Project conditions provided planned roadway improvements are implemented. However, if these

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		5-1 Prior to issuance of the first Certificate of Occupancy, the Applicant shall pay the costs of constructing the following mitigation unless otherwise provided for in a Development Agreement with the City or a Disposition and Development Agreement with the Redevelopment Agency, which the City and Redevelopment Agency may or may not provide for alternative funding for mitigation through these agreements in their sole and absolute discretion: • Markland Drive/Potrero Grande Drive o Convert the northbound right turn lane to a free right turn lane (no widening of eastbound return lanes required). • Saturn Street–Greenwood Avenue/Potrero Grande Drive o Restripe eastbound approach to include a dedicated right turn lane (no widening required). o Restripe westbound approach to include a dedicated right turn lane (no widening required). <u>Intersections not in the City of Monterey Park</u> 5-2 Prior to issuance of the first Certificate of Occupancy, the Applicant shall pay the costs of constructing the following mitigation unless otherwise provided for in a Development Agreement with the City or a Disposition and Development Agreement with the Redevelopment Agency or unless an established fee program is in place to fund such mitigation, in which case the Applicant shall pay the applicable fees or fair share of the cost of such mitigation. The provision for funding of mitigation through a Development Agreement or Disposition and Development Agreement or through a fee program may or may not be provided for in the City's and Redevelopment Agency's sole and absolute discretion. • Garfield Avenue/Pomona Boulevard o Widen northbound approach and add a second (dual) left turn lane.	programs are not implemented by the agencies with the responsibility to do so, including Caltrans and the City of Montebello, the project's intersection, impacts would remain significant and unmitigated. In addition, improvements for impacts at the Wilcox Avenue/Via Campo intersection were determined to be infeasible due to right-of-way constraints.

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		o Restripe northbound shared left plus through lane to a dedicated through lane. • Garfield Avenue/Via Campo o Restripe the second eastbound through lane to a shared through plus right turn lane. • Wilcox Avenue/Via Campo o Modify existing traffic signal to provide overlap right turn phasing for the northbound approach. • Markland Drive–Vail Drive/Via Campo o Widen eastbound approach and add a dedicated left turn lane, OR convert the inside westbound through return lane to a left turn lane, which would not require any roadway widening. Two westbound return lanes are not required at this intersection. o Restripe eastbound shared left plus through lane to a dedicated through lane. • Paramount Boulevard/SR-60 westbound ramps–Market Place Drive o Widen eastbound approach to have: 1) left turn lane; and 2) two dedicated right turn lanes. o Provide a second (dual) left turn on the northbound approach. o Widen the westbound approach to provide a second (dual) left turn lane, one through lane, and a dedicated right turn lane. • Paramount Boulevard/SR-60 eastbound ramps–Town Center Drive o Widen eastbound approach to have: 1) left turn lane; 2) shared left plus through lane; 3) shared through plus right turn lane; and 4) dedicated right turn lane. o Widen the westbound approach to have: 1) left turn lane; 2) shared left plus right turn lane; and 3) dedicated right turn lane.	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Paramount Boulevard/Montebello Boulevard o Consistent with the mitigation measures in the "Traffic Impact Study: Montebello Hills Specific Plan" (KOA 2009), implement Intelligent Transportation System measures such as signal coordination with the adjacent ramp intersections, and provide improved overhead signage to direct off-ramp traffic. • Montebello Boulevard/Beverly Boulevard o Restripe the northbound right turn lane to a shared through plus right turn lane for a total of three through lanes through the intersection. • Stripe a third northbound through lane on Montebello Boulevard that can be tapered back to two lanes before Victoria Avenue. On-street parking on the east side of Montebello Boulevard will have to be prohibited, at least during the PM peak hour. ***Buildout Year 2025*** <u>Intersections in the City of Monterey Park</u> 5-3 Prior to issuance of the last Certificate of Occupancy, the Applicant shall pay the costs of constructing the following mitigation unless otherwise provided for in a Development Agreement with the City or a Disposition and Development Agreement with the Agency, which the City and Agency may or may not provide for alternative funding for mitigation through these agreements in their sole and absolute discretion: • Wilcox Avenue/Pomona Boulevard o Prohibit on-street parking for 200 feet on the north side of Pomona Boulevard and re-stripe the parking lane to a dedicated westbound right turn lane. o The project's fair-share percentage is 40.4 percent	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		(PM peak hour). <u>Intersections not in the City of Monterey Park</u> 5-4 Prior to issuance of the last Certificate of Occupancy, the Applicant shall pay the costs of constructing the following mitigation unless otherwise provided for in a Development Agreement with the City or a Disposition and Development Agreement with the Agency or unless an established fee program is in place to fund such mitigation, in which case the Applicant shall pay the applicable fees or fair share of the cost of such mitigation. The provision for funding of mitigation through a Development Agreement or Disposition and Development Agreement or through a fee program may or may not be provided for in the City's and Agency's sole and absolute discretion. • Garfield Avenue/Pomona Boulevard o Widen northbound approach and add a second (dual) left turn lane. o Re-stripe northbound shared left plus through lane to a dedicated through lane. o Re-stripe the #2 southbound through lane to a shared through plus right turn lane. • Garfield Avenue/Via Campo o Re-stripe the second eastbound through lane to a shared through plus right turn lane. • Markland Drive–Vail Drive/Via Campo o Re-stripe southbound approach to include a dedicated right turn lane (no widening required). o The project's fair-share percentage is 17.4 percent (p.m. peak hour • San Gabriel Boulevard–Paramount Boulevard/Hill Drive o Re-stripe southbound approach to include a dedicated right turn lane (no widening required). • Paramount Boulevard/SR 60 westbound ramps–Market Place	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Drive o Widen eastbound approach to have: 1) left turn lane; and 2) two dedicated right turn lanes. o Provide a second (dual) left turn on the northbound approach. o Widen the westbound approach to provide a second (dual) left turn lane, one through lane, and a dedicated right turn lane. o Modify signal to provide overlap right turn phasing for the northbound, eastbound, and westbound approaches. • Paramount Boulevard/SR 60 eastbound ramps–Town Center Drive o Widen the eastbound (off-ramp) approach and add a shared through plus right turn lane. • Paramount Boulevard/Montebello Boulevard o Consistent with the mitigation measures in the Traffic Impact Study – Montebello Hills Specific Plan (KOA 2009), implement Intelligent Transportation System measures such as signal coordination with the adjacent ramp intersections, and provide improved overhead signage to direct off-ramp traffic. • Montebello Boulevard/Beverly Boulevard o Re-stripe the northbound right turn lane to a shared through plus right turn lane for a total of three through lanes through the intersection. o Stripe a third northbound through lane on Montebello Boulevard that can be tapered back to two lanes before Victoria Avenue. On-street parking on the east side of Montebello Boulevard will have to be prohibited, at least during the p.m. peak hour. **Small Box Alternate Site Plan Scenario** **Impact 5.5-1**	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact		Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			Mitigation Measures from the 2000 MPTP EIR All mitigation measures for transportation and traffic impacts from the 2000 MPTP EIR have been replaced by new mitigation measures. The previous mitigation measures are not included as part of the required mitigation for this SEIR. The recommended improvements for the proposed MPMP Precise Plan identified in the mitigation measures listed in Section 5.5.10.1 would supersede the improvements recommended in the 2000 MPTP EIR. These improvements would also be applied to the small box alternate site plan scenario. ***Additional Mitigation*** *Opening Year 2015 plus Small-Box Retail Center* All mitigation measures in Section 5.5.10.1 required for the proposed MPMP Precise Plan are also required for the small box alternate site plan scenario. *Buildout Year 2025 plus Small-Box Retail Center* All mitigation measures in Section 5.5.10.1 required for the proposed MPMP Precise Plan are also required for the small box alternate site plan scenario.	
5.5-2	Project-related trip generation in combination with existing and proposed cumulative development would not result in designated road and/or highways exceeding county Congestion Management Agency service standards	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.5-3	Adequate parking would be provided for the proposed project.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.6 UTILITIES AND SERVICE SYSTEMS				
5.6-1	Additional water delivery systems are required to support the proposed project; however, the	Potentially Significant	**Mitigation Measures from the 2000 MPTP EIR** 6-1 The project applicant shall upgrade 1,000 feet of the 8-inch water line in Saturn Street between South Orange Avenue and Potrero Grande	Less Than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
City plus project water demand would not exceed the projected water supply or the Main San Gabriel Valley Basin Yield.			Drive to a 16 ~~12~~-inch line.	
		6-2	The project applicant shall install a~~A~~utomatic sprinkler systems with adequate pressure ~~of 67 to 81 pounds per square inch used~~ to irrigate landscaping. The sprinkler system shall have the capacity to be connected to future recycled water distribution systems when they become available and be programmed to operate during the cooler periods of the day (evening and early morning) to minimize water loss from evaporation, thereby ensuring the efficient use of irrigation water. Landscape irrigation schedules shall be adjusted to accommodate the seasons.	
		6-3	The project applicant shall use d~~D~~rought-tolerant, low-water-consuming plant varieties ~~shall be used~~ to reduce irrigation water consumption in new landscaped areas. Should recycled water become available for the project site, all planted areas shall be irrigated with recycled water.	
		6-4	Prior to the issuance of building permits, the project applicant shall demonstrate that e~~E~~fficient irrigation systems have been ~~shall be~~ installed, ~~that~~ minimizing runoff and evaporation and maximizing the amount of water that reaches plant roots.	
		6-5	Prior to the issuance of building permits, the project applicant shall demonstrate that water-efficient design features including but not limited to l~~L~~ower-volume water faucets (2 gallon per minute), ~~and~~ low-flow toilets (1.28 average gallons per flush), waterless water heaters, waterless urinals, automatic on and off water faucets, and water-efficient appliances ~~shall be~~ have been installed in new construction.	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		6-6 Prior to the issuance of building permits, the project applicant shall demonstrate that buildings are engineered with r~~R~~ecirculating hot water systems ~~shall be used~~ in long piping systems (where water must be run for considerable periods before hot water is received at the outlet). The following mitigation measure from the 2000 MPTP EIR has been deleted. This measure is deleted because the proposed project would be required to comply with City ordinances, including the water conservation ordinance. The mitigation measure is not necessary. ~~The project shall comply with all applicable water conservation ordinances as applicable.~~ **Additional Mitigation** 6-7 Prior to issuance of the first certificate of occupancy, the project applicant shall upgrade the 1,500 feet of 8-inch water main in Potrero Grande Drive east of Atlas Avenue with a 12-inch water main. 6-8 Prior to issuance of the first certificate of occupancy, the project applicant shall upgrade approximately 500 feet of the 12-inch water main in Greenwood Avenue with a 16-inch water main from Potrero Grande Drive to the terminus of Greenwood Avenue. 6-9 Prior to issuance of the first certificate of occupancy, the project applicant shall replace approximately 300 feet of the 6-inch water main with a 12-inch main between Taylor Drive and the existing 12-inch main in Orange Avenue. 6-10 The City shall continue to collaborate with the San Gabriel Valley	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

	Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			Municipal Water District (SGVMWD) to ensure that available water supplies meet anticipated demand in accordance with both the City's and SGVMWD's 2010 Urban Water Management Plans. 6-11 Prior to issuance of building permits, the project applicant shall prepare a water conservation comparison that demonstrates how the project can reduce water consumption by 5 percent over the 20x2020 requirements, for a 25 percent total reduction when compared to the project's water demand on Table 5.6-6. The reduction in water consumption shall be demonstrated through the use of project design features that include, but are not limited to, the features described in Mitigation Measures 6-1 through 6-6 and described in the City's 2010 mandatory conservation ordinance.	
5.6-2	Project-generated wastewater would be adequately treated by the wastewater service provider for the project.	Less Than Significant	**Mitigation Measures from the 2000 MPTP EIR** The 2000 MPTP EIR did not identify any mitigation measures for wastewater since all impacts were determined to be less than significant. However, it noted that the mitigation measures for potable water (2000 MPTP EIR: 5.5-1 through 5.5-7; Additional mitigation measures 5.5-8 through 5.5-10) would also reduce wastewater generation since less water would be consumed by the project.	Less Than Significant
5.6-3	Without mitigation, the proposed project would increase stormwater flow into the Southern California Edison ditch by 21.5 cfs. However, all onsite flow would be accommodated by proposed onsite stormdrain systems and a detention basin; downstream conditions would not be changed.	Less Than Significant	No mitigation measures are required.	Less Than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

	Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.6-4	Existing and/or proposed facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations.	Less Than Significant	**Mitigation Measures from the 2000 MPTP EIR** As the previous project was not identified as having a significant impact on solid waste services, no mitigation measures were required. However, to further minimize solid waste generation of the previous project, mitigation measures were recommended. These mitigation measures have been removed since they are now incorporated into the project as development standards of the MPMP Precise Plan. ~~During project construction, the following practices should be implemented, to the maximum extent feasible, by the project applicant:~~ ~~o Offsite locations for construction waste exported from the project and options for disposal of excess material should be identified. These options may include recycling of materials onsite, sale to a broker or contractor, sale to a project in the vicinity, or transport to an environmentally cleared landfill.~~ ~~o The project applicant should offer recyclable building materials, such as asphalt or concrete for sale or removal by private firms or public agencies for use in construction of other projects in all can not be reused on the project site.~~ ~~During project operations, the following mitigation measures should be implemented, to the maximum extent feasible, by project tenants and should be specified in lease agreements with the project applicant:~~ ~~o Recovery of materials such as aluminum and cardboard.~~ ~~o Collection of office paper for recycling.~~ ~~o Collection of polystyrene (foam) cups for recycling.~~	Less Than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		~~o Collection of glass, plastics, kitchen grease, laser printer toner cartridges, oil, batteries, and scrap metal for recycling or recovery.~~ ~~The project applicant should implement design features to support solid waste reduction programs, including, but not limited to the following:~~ ~~o Detailing the locations and design of onsite recycling facilities.~~ ~~o Providing onsite recycling receptacles to encourage recycling.~~ ~~o Facilitating paper recycling by providing chutes in convenient locations for sorting and recycling bins.~~ ~~o Facilitating cardboard recycling (especially in retail areas) by providing adequate space and centralized locations for collecting and bailing.~~ ~~o Providing trash compactors for non-recyclable materials whenever feasible to reduce the total volume of solid waste and the number of trips required for collection.~~ ~~Providing onsite recycling receptacles in feasible locations accessible to the public to encourage recycling for all businesses, employees, and patrons.~~	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

	Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.6-5	Existing and/or proposed facilities would be able to accommodate project-generated Electricity and Natural Gas demands.	Electricity: Potentially Significant Impact Natural Gas: Less Than Significant	**Mitigation Measures from the 2000 MPTP EIR** ***Electrical Service*** As the previous project was not identified as having a significant impact on electrical services, no mitigation measures were required. However, the 2000 MPTP EIR did recommend mitigation measures that would reduce electricity demand. These mitigation measures are being carried through in the SEIR. 6-11 The project applicant shall install [t]ime controlled systems ~~should be used~~ for exterior building light, parking area, and outdoor signs to reduce energy consumption. These systems shall~~should~~ be programmed to account for variations in seasonal daylight times. ~~During the design process, the applicant should consult with SCE regarding possible energy conservation measures.~~ 6-12 Buildings shall~~should~~ be well-sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, building entrances should be designed with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air. 6-13 The applicant shall use lighter-colored or earth-toned building material and landscaping to reduce energy use, as shown in the Precise Plan. Exteriors shall~~should be designed with~~ incorporate lighter colors that would reflect sunlight and reduce "heat sinks." The incorporation of lighter colors should be used in areas where they do not conflict with tenant branding. ~~Landscaping should be incorporated to assist air conditioning systems in buildings.~~	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		6-14 High-efficiency lamps shall~~should~~ be installed for all street and parking lot lighting to reduce electricity consumption. Implementation of mitigation measures 3-4 and 3-5 of section 5.3, *Greenhouse Gas Emissions*, would also reduce electricity impacts. ***Natural Gas*** As the previous project was not identified as having a significant impact on natural gas services, no mitigation measures were required. However, to further minimize natural gas consumption of the previous project, the following mitigation measure was recommended. For the SEIR, it has been removed because there are no potentially significant impacts associated with the proposed project. ~~The project applicant should consult with The Gas Company regarding feasible energy conservation measures.~~	