DRAFT
Station Square South Specific Plan
Initial Study / Mitigated Negative Declaration

Lead Agency:
City of Monrovia
Planning Division
415 S. Ivy Avenue
Monrovia, California 91016

Project Applicant:
The Richman Group of California
7817 Herschel Ave. Suite 102
La Jolla, CA 92612

Consultant to the City:
MIG, Inc.
537 S. Raymond Avenue
Pasadena, CA 91105

April 2018

- This document is designed for double-sided printing -

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APPLICATION

Conditional Use Permit for New Construction
Tentative Parcel Map
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Zoning Ordinance and Map Amendment - Specific Plan
Mitigated Negative Declaration
General Plan Conformity Finding

APPLICANT / ADDRESS

The Richman Group of California
7817 Herschel Avenue, Suite 102
La Jolla, CA 92612

PROJECT LOCATION

The project site is located three blocks south of the I-210 freeway and adjacent to the Monrovia Gold Line station to the north, Duarte Road to the south, Magnolia Avenue to the west, and a recyclable materials collection facility to the east.

PROJECT DESCRIPTION

The *Station Square South Specific Plan* is a plan for a 3.79-acre (gross) property adjacent to the Gold Line Monrovia Station. The development will be a transit-oriented, multi-family residential development of 296 dwelling units, yielding a density of 78 dwelling units per acre (gross). The project includes a private pool courtyard with spa, fitness room, lounge, bike "barn" including a bike work station, fire pit, community kitchen, a dog run, three private courtyards, a public open space area, and a six-story (seven-level) parking structure. The dwelling units will be market-rate apartments. The project also proposes to change Peck Road north of Duarte Road to a publicly accessible driveway and drop-off area for the adjacent Metro Gold Line Monrovia Station. The site is part of the Station Square Transit Village. Passenger service on the Monrovia Gold Line station began on March 5, 2016.

Six privately owned parcels, in addition to the vacated portion of Peck Road (approximately 0.5 acres), comprise the 3.79-acre (gross) project site with these current addresses:

1. 225 W. Duarte Road (APN: 8507-003-048 and 8507-003-050 – 0.94 acres)
2. 1725 Peck Road (APN: 8507-003-047 – 0.92 acres)
3. 1726 S. Magnolia Avenue (APN: 8507-003-051 – 0.89 acres)
4. 205 W. Duarte Road, (APN: 8507-003-045 and 8507-003-046 – 0.60 acres)
5. Peck Road street vacation – (0.47 acres)

The proposed project includes the demolition of three existing structures: (1) approximately 32,192 square feet of industrial use, (2) an 18,700-square-foot vacant warehouse, and (3) a 13,260-square-foot fitness club. Project construction will occur in one phase after the existing buildings have been demolished.

The 296 dwelling units will be housed within two five-story, multi-tiered residential buildings with an approximate floor area of 287,329 square feet. The residential building along Magnolia Avenue will have sections that are three and four stories. The units vary in size from 509 to 2,382 square feet. The units are a mix of: (1) 15 studios, (2) 193 one-bedroom units, (3) 88 two-bedroom units, and six live/work units (five one-bedroom and one two-bedroom units). The units are oriented around three private courtyards and a pool court. A pedestrian bridge over the driveway connects the residential buildings and parking structure. The live/work units will be located on the ground floor fronting Duarte Road and can include retail, food and beverage sales, instructional services, service commercial, office, and business support services uses. Page six of this Initial Study/Mitigated Negative Declaration identifies the nonresidential uses restricted to the live/work units.

Additional features available to residents include three courtyards, a pool court, common roof decks, a dog-run available for residents, and a greenhouse, for a total of 26,671 square feet. Balconies are provided for each unit, except for the live/work units. The project also provides three types of planned public open spaces: a 15,448-square-foot drop-off plaza (and accessible paths) for Gold Line station passengers, an approximately 475-foot-long paseo (walking path) located along the northern portion of the site connecting to the drop-off plaza, and a 2,130-square-foot publicly accessible open space area fronting Magnolia Avenue.

The project includes a six-story (seven levels) above-ground parking garage that accommodates 522 vehicles, including 15 for ADA vehicles. Forty-nine of the 522 spaces will be public-for-pay parking stalls, and the remaining 473 parking spaces remain reserved for residents, their guests, and staff. The proposed parking garage will be located behind the residential buildings and screened from adjacent street views.

The project will be serviced by existing infrastructure and utilities, including: 1) water (Upper San Gabriel Valley Municipal Water District and Metropolitan Water District of Southern California [MWD]), 2) sewer (Sanitation Districts of Los Angeles County), 3) storm water (Los Angeles County Department of Public Works), 4) solid waste disposal (Athens Services), 5) natural gas (SoCal Gas), and 6) electricity

(Southern California Edison). Most utilities are located within or adjacent to the Specific Plan area (along Magnolia Avenue and Duarte Road). Within the Magnolia Avenue right-of-way, utilities include a 10-inch sewer main, 12.75-inch gas main, and an eight-inch water main. Within the Duarte Road right-of-way is a 16-inch water main, two-inch water main, 24-inch sewer main, three-inch gas main, and eight-foot and 18-inch storm drains. Along the existing Peck Road right-of-way is an eight-inch sewer main, eight-inch water main, and 90-inch storm drain. When Peck Road is vacated, utilities will be accessible through an easement. Sufficient utility capacity exists to accommodate the proposed 296 residential units.

The proposed project includes adoption of the *Station Square South Specific Plan*, initial approval of Tentative Parcel Map (TPM) No. 78225, approval of a Conditional Use Permit, adoption of a Zoning Ordinance and Map Amendment to add *Station Square South Specific Plan* to Section 17.04.035 of the Monrovia Municipal Code, and a General Plan Conformity finding because the City is vacating a public street (Peck Road).

Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the City of Monrovia, the Lead Agency has analyzed the project and determined that the project **will not have a significant impact on the environment**. Based on this finding, the Lead Agency prepared this MITIGATED NEGATIVE DECLARATION.

The City of Monrovia has reviewed the Initial Study of environmental effects for the above described project and finds:

A. The project is in conformance with the environmental goals and policies adopted by the community; and

B. The project will not have a significant effect on the environment.

A copy of the Initial Study documenting reasons to support the finding is on file in the Planning Division. Mitigation measures, if any, included in the project to avoid potentially significant effects are contained on the Data Sheets on file in the Planning Division, Community Development Department, 415 South Ivy Avenue, Monrovia, CA 91016, (626) 932-5565 (website: www.cityofmonrovia.org).

A period of at least 30 days from the date of publication of the notice of the MITIGATED NEGATIVE DECLARATION will be provided to enable public review of the project specifications, the Initial Study and this document prior to the final adoption of the MITIGATED NEGATIVE DECLARATION by the Lead Agency. A copy of the project specifications and application materials are on file in the Office of Planning Division, Community Development Department, 415 South Ivy Avenue, Monrovia, California, and are available on the City's website (www.cityofmonrovia.org).

Date April 26, 2018 By: Sheri Bermejo

Sheri Bermejo
Planning Division Manager

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1 Introduction

The City of Monrovia (Lead Agency) received an application for a Conditional Use Permit for New Construction, a Tentative Parcel Map (TPM) No. 78225, a Specific Plan, a General Plan Conformity finding, and Zoning Ordinance and Map Amendment - Specific Plan for a residential development on 3.79 acres (gross). The approval of the application constitutes a *project* that is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code, Section 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations, Section 15000 et seq.) as amended.

This Initial Study has been prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from the proposed project.

This report has been prepared to comply with Section 15063 of the State CEQA Guidelines, which sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (See Section 2);
- Identification of the environmental setting (See Section 2.11);
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (See Section 4);
- Discussion of ways to mitigate significant effects identified, if any (See Section 4);
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (See Section 4.10); and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (See Section 5).

1.1 – Purpose of CEQA

The body of state law known as *CEQA* was originally enacted in 1970 and has been amended a number of times since then. The legislative intent of these regulations is established in Section 21000 of the California Public Resources Code, as follows:

The Legislature finds and declares as follows:

a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.

g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the State to:

h) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
i) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
j) Prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.
k) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
l) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
m) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
n) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002 of the Public Resources Code, quoted below:

> *The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.*

1.2 – Public Comments

Comments from all agencies and individuals are invited regarding the information contained in this Initial Study. Such comments should explain any perceived deficiencies in the assessment of impacts, identify the information that is purportedly lacking in the Initial Study, or indicate where the information may be found. All comments on the Initial Study are to be submitted to:

Sheri Bermejo, Planning Division Manager
415 S. Ivy Avenue
Monrovia, CA 91016
(626) 932-5539

Following a 30-day period of circulation and review of the Initial Study, all comments will be considered by the City of Monrovia prior to adoption.

1.3 – Availability of Materials

All materials related to the preparation of this Initial Study are available for public review. The documents will be available at City Hall, the Monrovia Public Library and online (www.cityof monrovia.org). To request an appointment to review these materials, please contact:

Sheri Bermejo, Planning Division Manager
415 S. Ivy Avenue
Monrovia, CA 91016
(626) 932-5539

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2 Project Description

2.1 – Project Title

Station Square South Specific Plan

2.2 – Lead Agency Name and Address

City of Monrovia
Planning Division
415 S. Ivy Avenue
Monrovia, CA 91016

2.3 – Contact Person and Phone Number

Sheri Bermejo, Planning Division Manager (626) 932-5539

2.4 – Project Location

Latitude 34.132705° North, Longitude -118.003519° West

The project site is adjacent to the Monrovia Gold Line Station to the north, Duarte Road to the south, Magnolia Avenue to the west, a veterinary hospital (245 W. Duarte Rd.) located to the southwest, and a recyclable materials collection facility to the east (See Figure 1 Regional Context and Figure 2 Vicinity Map).

2.5 – Project Sponsor's Name and Address

The Richman Group of California
7817 Herschel Avenue, Suite 102
La Jolla, CA 92612

2.6 – General Plan Land Use Designation

Planned Development

2.7 – Zoning District

PD-12 (Planned Development Area 12)

2.8 – Project Description

The *Station Square South Specific Plan* addresses development of a transit-oriented multi-family residential development of 296 dwelling units, yielding a density of 78 dwelling units per acre (gross). The project includes a private pool courtyard with spa, fitness room, lounge, bike "barn" including a bike work station, fire pit, community kitchen, a dog run for residents, three private courtyards, a public open space area, and a six-story (seven-level) parking structure. The project

also proposes changing Peck Road north of Duarte Road to a publicly accessible driveway and drop-off area for the adjacent Metro Gold Line Monrovia Station.

The site is part of the Station Square Transit Village and is roughly rectangular in shape. Passenger service on the Monrovia Gold Line station began on March 5, 2016. The 3.79-acre (gross) project site is located three blocks south of the I-210 freeway and is adjacent to the south platform of the Gold Line Monrovia station and an animal hospital located at the northeast corner of Duarte Road and Magnolia Avenue. The 3.79-acre (gross) project site is bisected by Peck Road; however, this road would be recreated as a drop-off road for the Gold Line station in conjunction with the project.

Six privately owned parcels, in addition to the vacated portion of Peck Road (roughly ½ acre), comprise the 3.79-acre (gross) project site. Current addresses are:

1. 225 W. Duarte Road (APN: 8507-003-048, and 8507-003-050, 0.94 acres)
2. 1725 Peck Road (APN: 8507-003-047, 0.92 acres)
3. 1726 S. Magnolia Avenue (APN: 8507-003-051, 0.89 acres)
4. 205 W. Duarte Road, (APN: 8507-003-045 and 8507-003-046, 0.6 acres)
5. Peck Road street vacation – (0.47 acres)

The proposed project includes demolition of the existing structures composed of the following: 1) approximately 32,192 square feet of industrial use, 2) an 18,700 square-foot vacant warehouse use, and 3) a 13,260-square-foot fitness club. These uses would be demolished and parcels merged for the proposed development. Project construction would occur in one phase after the existing three buildings have been demolished.

The 296 dwelling units would be housed within two five-story multi-tiered residential buildings with an approximate floor area of 287,329 square feet. The residential building along Magnolia Avenue would have sections that are three and four stories. The units vary in size from 509 to 2,382 square feet. The units are a mix of: 1) 15 studios, 2) 193 one-bedroom, 3) 88 two-bedrooms, and four six live/work units, five of which are one-bedroom units, and one of which is a two-bedroom unit. The live/work units would be located on the ground floor fronting Duarte Road. The units are oriented around three private courtyards and a pool court. A pedestrian bridge over the driveway connects the residential buildings and parking structure.

Allowed land uses associated with live/work units include those summarized in the table below.

Table 2.8.1
Nonresidential Uses Restricted to the Live/Work Units

Use	Conditions of Use
Alcohol beverage sales (excluding liquor stores)	CUP
Art gallery and exhibition use	P
Art studio and gallery (sales)	P
Bicycle repair shop/retail/accessory services	P
Business support services	P
Cultural exhibits	P
Daycare centers	CUP
Eating and drinking establishment	
- No alcohol sales and no kitchen that requires venting	P
- With kitchen facilities that require venting	MCUP

Table 2.8.1
Nonresidential Uses Restricted to the Live/Work Units

Use	Conditions of Use
Fitness studio, athletic club, small gym	P
Florist	P
Food and beverage sales (excluding liquor stores)	P
Home Occupation per Section 17.44.100 of the MMC	P
Instructional services including personal training and fitness studio classes	P
Late-night business operations (between 12 AM – 6 AM) per Section 17.44.103 of the Monrovia Municipal Code	CUP
Late-night operations (between 9 PM and 12 AM)	MCUP
Mailbox and postal services, including self-service parcel or product pick-up/drop-off	MCUP
Medical and dental offices	MCUP
Office (administrative and professional)	P
Other uses as defined in Section 17.08.030 of the Monrovia Municipal Code	CUP
Printing and duplication	P
Retail (indoor), including theme shopping use and specialty food store	P
Service commercial	P

Additional amenities available to residents include three courtyards, a pool court, common roof decks, and greenhouse, for a total square footage of 26,671 square feet. Balconies are provided for each unit, except for the live/work units. The project also provides three types of planned public open spaces: a 15,448-square-foot drop-off plaza for Gold Line station passengers, an approximately 5,400-square-foot paseo located along the northern portion of the site connecting to the drop-off plaza, and a 2,130-square-foot open space area fronting Magnolia Avenue.

The project includes a six-story (seven levels) above-ground parking garage with roof level parking for 518 parking spaces and four ADA spaces at the ground-level entry court, for a total of 522 parking spaces. The proposed parking garage would be located behind the residential buildings screened from adjacent street views. The first and second floors of the parking garage allows for 49 public-for-pay parking stalls, and security gating (at parking structure entry) ensures the remaining 473 parking spaces remain reserved for residents, their guests, visitors of live/work units and staff.

Infrastructure includes water, sewer, storm water drainage, solid waste disposal, energy, and other facilities located within or adjacent to the Specific Plan area. In general, the development will connect to existing utility lines in the surrounding streets. The City provides local sewage collection service via street lines that connect to regional trunk lines. Sufficient capacity exists within the conveyance system to accommodate the proposed 296 residential units.

2.9 – Surrounding Land Uses

Direction	Zoning District	Existing Land Use
Project Site	Planned Development Area 12	Light Industrial
North	Planned Development Area 12	Gold Line Station/MODA Apartments
South	Public/Quasi-Public	Duarte Ave/Santa Fe Middle School
East	Planned Development Area 12	Recycling Center

Direction	Zoning District	Existing Land Use
West	Residential – High	Magnolia Ave/Magnolia Ave. Courts
Southwest	Planned Development Area 12	Veterinary Hospital

2.10 – Environmental Setting

The site is occupied by an existing fitness club and vacant warehouse buildings. The immediate area is completely urbanized, with the project site surrounded by residential, industrial, and commercial land uses, including a veterinary clinic on the southern side of the project site and a recyclable materials collection facility immediately east of the project site. In addition, the project site is located next to the Gold Line Station. Minimal vegetation exists on the project site including ornamental landscaping and trees. The project site sits at an elevation of approximately 430 feet above mean sea level on land that slopes gently downward in a southerly direction.

2.11 – Required Approvals

The proposed project includes adoption and approval of a Conditional Use Permit for New Construction, a Tentative Parcel Map (TPM) No. 78225, a Specific Plan, a General Plan Conformity finding, and a Zoning Ordinance and Map Amendment to add *Station Square South Specific Plan* to Section 17.04.035 of the Monrovia Municipal Code.

2.12 – Other Public Agency Whose Approval Is Required

None

Figure 1
Regional Location

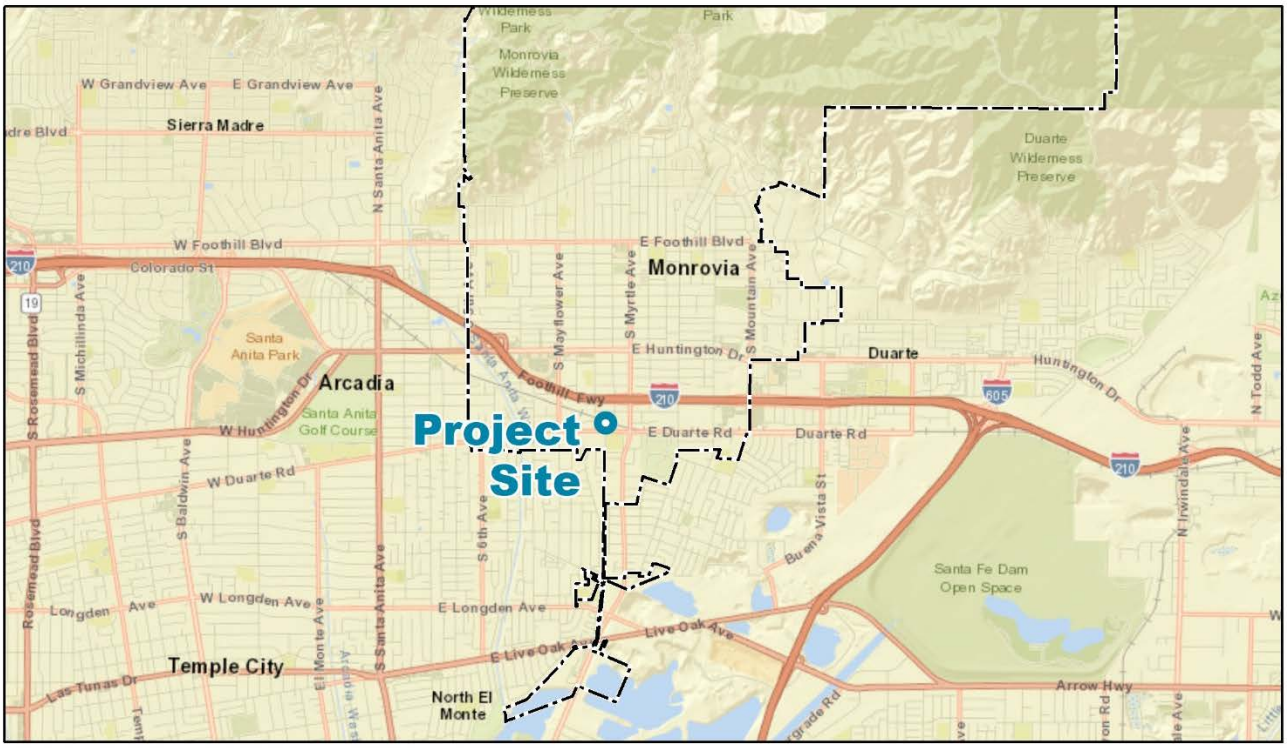

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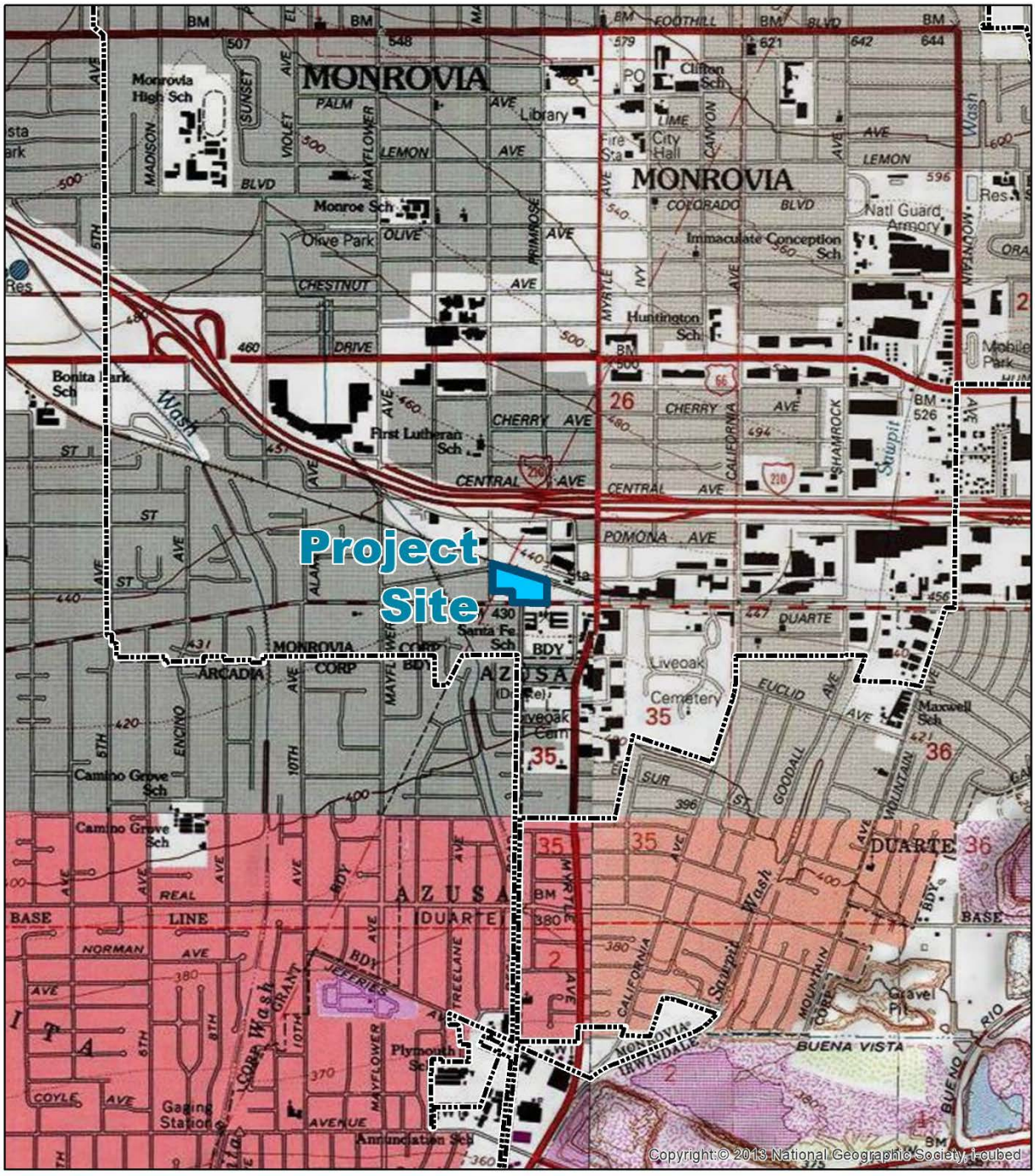
Figure 2
Vicinity Map

Figure 3
USGS Map



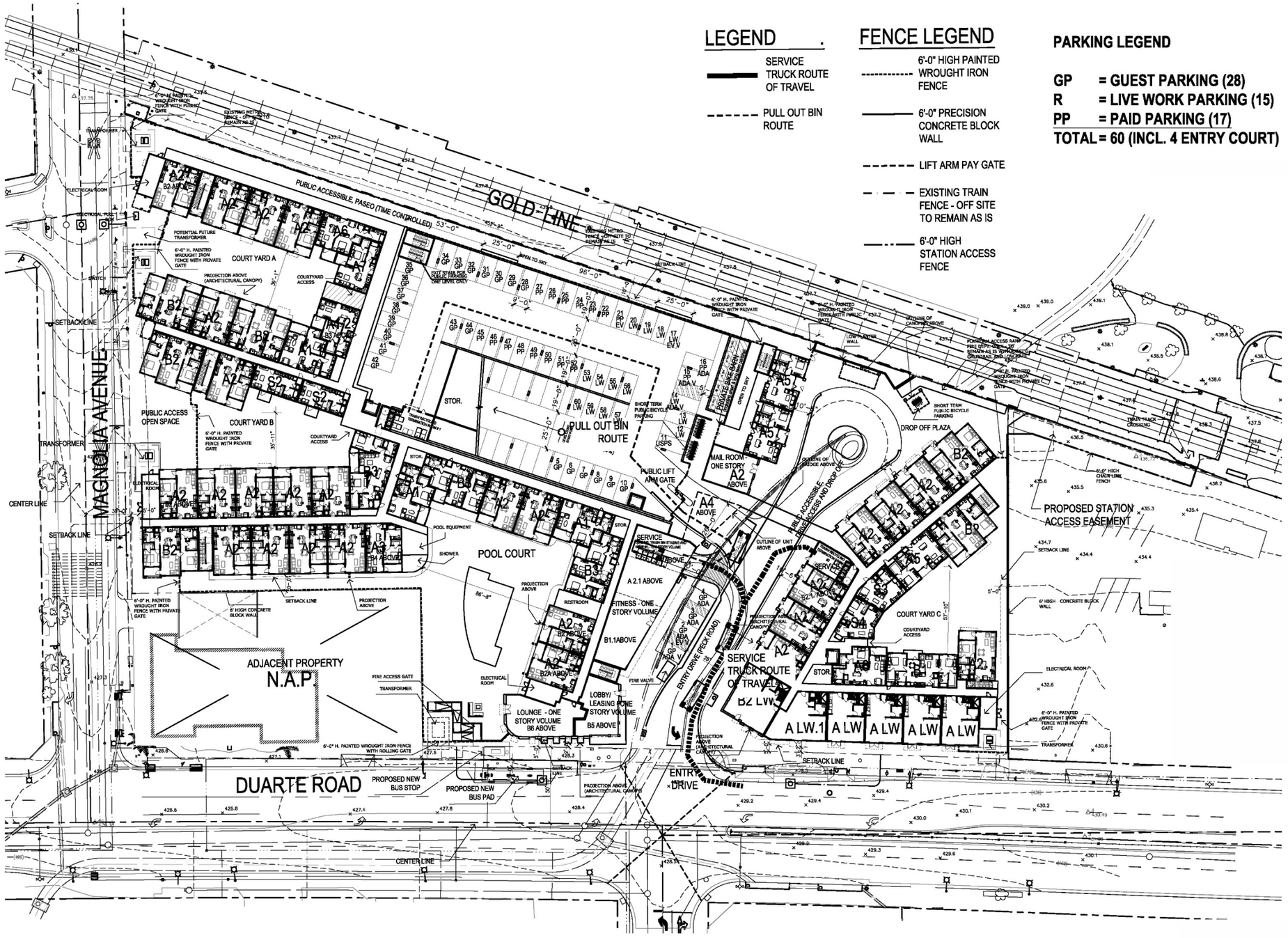
Legend

City of Monrovia Boundary

Source: USGS 2015 Mount Wilson 7.5 Minute Topo Map

0 500 1,000 2,000 3,000 4,000 Feet

Figure 4
Site Plan



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3 Determination

3.1 – Environmental Factors Potentially Affected

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

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

3.2 – Determination

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☑	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Name: Sheri Bermejo, Planning Division Manager

Date

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4.1 – Aesthetics

Would the project:

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

a) **Less Than Significant Impact.** Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The primary scenic vista in Monrovia is the San Gabriel Mountains, located approximately two miles north of the City boundary. Chapter 17.12.010 of the City's Municipal Code provides regulations and procedures for view preservation; however, these are applicable only to certain areas within the City (Residential Foothill Zone) where views are more prevalent due to topography.[1] Locally, views of these vistas from the project site and surrounding area are generally obstructed by buildings and other structures. The proposed project is located on a currently developed site, within a fully urbanized area visually dominated by commercial and industrial land uses and surface street features. The residential building would be five stories (portions of the residential building on Magnolia Avenue are three and four stories), and the parking garage would be six stories and conform to height limits established in Table 3-2, Development Standards, of the Specific Plan.

This site is not considered to be within or to comprise a portion of a scenic vista, as defined in the Municipal Code. Also, the Land Use Element allows for intensive, multi-story development within the Station Square planning area, and the Environmental Impact Report (EIR) prepared for the Land Use and Circulation Elements determined that impacts to scenic vistas as a result of long-term redevelopment activity within this planning area would be less than significant.[2] Consistent with plans for the larger Station Square area, the proposed buildings would be three to five stories for dwelling units (maximum height of 63 feet) and six stories for the parking garage (maximum height of 73 feet), and thus would block views of the San Gabriel Mountains from existing residential

developments located south and west of the project site. The MODA Apartments located north of the Specific Plan area already partially obstructs view of the mountains for residents of these developments. Implementation of the Specific Plan has the potential to reduce views of the San Gabriel Mountains, especially to areas immediately south of the planning area. Although the residential buildings and parking garage associated with this project would partially block views of the San Gabriel Mountains, views still would remain intact from several of the view corridors created by the project design. Given that the project is consistent with land use policy for the Station Square area and that no other City policy or regulatory document establishes viewshed regulations for the area, the proposed project would result in less than significant impacts with respect to views of a scenic vista.

b) **No Impact.** The project is not adjacent to a designated state scenic highway or eligible state scenic highway as identified on the California Scenic Highway Mapping System.[3] The City of Monrovia does not designate any local roadways as scenic within the General Plan.[4] The project site is located on a developed site in a currently developed, urbanized area and contains no scenic resources such as a significant tree or unique rock outcropping. Therefore, no impact to scenic resources would occur.

c) **Less Than Significant Impact.** Development of the proposed project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings.

Construction of the proposed project would result in short-term impacts to the existing visual character and quality of the area. Construction activities would require the use of equipment and storage of materials within the project site; however, construction activities are temporary and would not result in any permanent visual impact. Therefore, impacts would be less than significant.

Construction of the proposed buildings on the currently developed site would alter the existing visual character of the project site. The proposed project would include high-density residential uses in five-story buildings with a maximum height of 63 feet and a six-story parking garage with a maximum height of 73 feet. In contrast, the existing site is composed of approximately 32,192 square feet of industrial use, a one-story 18,700-square-foot vacant warehouse use, and a one-story 13,260-square-foot fitness club.

The proposed building's architecture visually makes the five-story building mass of the dwelling units less pronounced from a pedestrian or vehicle level. Portions of the building along Magnolia Avenue would step down to three and four stories to reduce the building's massing along this streetscape. The architecture also breaks up wall and rooflines to create more visual interest when compared to the "box" type buildings that are found in the immediate area, which are characterized by continuous unbroken walls and rooflines. The residential building and parking garage would harmonize with the visual features of the Gold Line Station, and immediate views of these buildings would be broken up by new landscaping. Overall, the new buildings would have a contemporary design that would be an improvement to the visual character and quality of the site and surroundings.

Once constructed, the proposed project would represent a new urban feature within an urban corridor. Because of the area's intense, urban character, the scale and architectural aesthetic associated with the proposed project would not conflict with the visual character of the area. The project would have less than significant impacts on the visual character of the site and the surrounding area.

d) **Less Than Significant Impact.** Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

Sources of daytime glare are typically concentrated in commercial areas containing large surface areas that may produce glare. Glare results from development and associated parking areas that contain reflective materials such as glass, highly polished surfaces, and expanses of pavement. The proposed building's exterior walls would primarily be surfaced with painted stucco, cement board siding, concrete block, and minor use of metal railings with perforated metal panels along the balconies. Therefore, there is a low potential for glare from the materials in the design of the proposed building, and reflective glare impacts would be less than significant.

Lighting sources in vicinity of the project site include free-standing street lights, light fixtures on buildings, pole-mounted lights, traffic signals, and vehicle headlights. The proposed project includes exterior building and security lighting, as well as building interior lighting. The Specific Plan (Chapter 3, Section 3.10) requires the submittal of a lighting plan to the Director of Community Development to demonstrate that lighting levels are sufficient for the safety and security of vehicular and pedestrian traffic, and that light does not spill onto adjacent properties, as well ensuring that lighting is architecturally integrated with the building style, materials, finishes, and colors. Compliance with the Specific Plan's standards for lighting and Mitigation Measures AES-A and AES-B from the City of Monrovia Land Use and Circulation Element EIR would ensure that lighting and glare impacts would be less than significant.

4.2 – Agriculture and Forest Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	☐	☐	☐	☑
d) Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

a) **No Impact.** The proposed project would be located in a fully developed urbanized area that does not allow agriculture or forest uses per the City's General Plan. The map of Important Farmland in California (2016) prepared by the Department of Conservation does not identify the project site as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[5] No impact would occur.

b) **No Impact.** No Williamson Act contracts are active for the project site.[6] In addition, the project site is currently zoned PD-12 (Planned Development 12), which does not include or allow agricultural uses. Therefore, there would be no conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

c) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish*

and wildlife, biodiversity, water quality, recreation, and other public benefits. The project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g). The project site is currently developed for industrial use and is surrounded by urbanized lands. Additionally, the project site is not zoned for forest or timber management. Therefore, development of this project would have no impact to any timberland zoning.

d) **No Impact.** The project site is currently developed with industrial uses and contains no forest land; thus, there would be no loss of forest land or conversion of forest land to non-forest use as a result of this project. No impact would occur.

e) **No Impact.** The project site is a currently developed site within an urban environment. The project is surrounded by other urban uses. None of the surrounding sites contain existing forest or agricultural uses. Development of this project would not change the existing environment in a manner that would result in the conversion of forest land to a non-forest use or agricultural land to a non-agricultural use. No impact would occur.

4.3 – Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Analysis of air quality impacts is based on the air quality report found in Appendix A. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☑
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☑	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☑	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☑

a) **No Impact.** A significant impact could occur if the proposed project conflicts with or obstructs the implementation of the South Coast Air Basin 2016 Air Quality Management Plan (AQMP). Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintain existing compliance with applicable air quality standards.

Pursuant to the methodology provided in Chapter 12 of the 1993 South Coast Air Quality Management District's (SCAQMD) CEQA Air Quality Handbook, consistency with the AQMP is affirmed when a project is consistent with the growth assumptions in the AQMP. The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil

drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities; therefore, the proposed project is not defined as a significant project.

The growth assumptions in the AQMP are based upon the growth projections in the Southern California Association of Governments' (SCAG) 2016-2040 *Regional Transportation Plan* (RTP)/*Sustainable Communities Strategy* (SCS). Growth projections are developed utilizing a comprehensive analysis of fertility, mortality, migration, labor force, housing units, and local policies such as land use plans with land use planning indicative of a fraction of total demographic fluctuations in the region. Buildout of the *Station Square South Specific Plan* is consistent with the growth projections identified for the City of Monrovia in the 2016-2040 RTP/SCS. Therefore, the proposed project would not conflict with the AQMP.

b) **Less Than Significant Impact with Mitigation Incorporated.** A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to existing or project air quality violations. The proposed project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the SCAQMD. Both the State of California (State) and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as 'criteria pollutants'). These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM^{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM^{2.5}$), and lead (Pb). The State has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than the national AAQS. Discussion of potential impacts related to short-term construction impacts and operational impacts are presented below.

Construction Emissions. The California Emissions Estimator Model (CalEEMod) version 2016.3.2 was utilized to estimate emissions from construction of the proposed project. It is estimated that construction would take approximately 20 months to complete. Appendix A contains the CalEEMod model results.

The maximum daily emissions for construction of the project are summarized in Table 4.3.1 (Mitigated Maximum Daily Construction Emissions [lbs./day]) and would occur during the winter of 2018 for all criteria pollutants with the exception of ROG where maximum emissions would occur in the winter of 2019. The proposed project description includes watering three times per day during construction pursuant to the SCAQMD's Rule 403 to control fugitive dust. In addition, low volatile organic compound (VOC) paint would be used for all building interiors (at 10 grams/liter [g/L] VOC content) and for the residential building exteriors (at 50 g/L). As a result, mitigated construction emissions would be below SCAQMD significance thresholds for criteria pollutants as shown in Table 4.3.1 and construction impacts would be less than significant. Moreover, the proposed project would need to comply with Mitigation Measure AIR-B from City of Monrovia Land Use and Circulation Element EIR pertaining to construction equipment operation.

Table 4.3.1
Mitigated Maximum Daily Construction Emissions (lbs/day)

Season	ROG	NO_X	CO	SO_2	PM10	PM2.5
Summer	42.98	48.28	35.23	0.08	10.91	6.89
Winter	43.01	48.28	34.20	0.08	10.91	6.89
SCAQMD Significance Threshold	75	100	550	150	150	55
Potential Significant Impact?	No	No	No	No	No	No

Notes:
CalEEMod model results are contained in Appendix A.
Volatile organic compounds (VOCs) are measured as reactive organic compounds (ROGs).
Construction would occur from 2018 through 2020. Worst-case daily emissions would occur during the winter of 2018 for all criteria pollutants with the exception of ROGs, where worst-case emissions would occur in 2019.
Use of 10 g/L low VOC paint for all building interiors and 50 g/L low VOC paint for residential building exteriors is included in the project description. Compliance with SCAQMD's Rule 403 regarding fugitive dust is also included in the project description and assumed for mitigated emissions (i.e., watering three times per day is assumed).

Operational Emissions. Long-term criteria air pollutant emissions would result from the operation of the proposed project. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational mobile emissions. CalEEMod 2016.3.2 was also used to calculate operational emissions; results are contained in Appendix A. Operational mobile emissions include automobile, truck, and other vehicle sources associated with daily trips to and from the project. Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed structures. Energy demand emissions result from use of electricity and natural gas.

Operation of the project is proposed to occur in the year 2020. The use of high efficiency lighting, low flow plumbing fixtures, and water efficient irrigation systems are all proposed as part of the project and assumed for emissions calculations. Mitigated operational emissions are below SCAQMD significance thresholds for criteria pollutants as shown in Table 4.3.1 and therefore, operational impacts would be less than significant. Maximum daily operational emissions are shown in Table 4.3.2 (Mitigated Maximum Daily Operational Emissions [lbs/day]).

Table 4.3.2
Mitigated Maximum Daily Operational Emissions (lbs/day)

Source	ROG	NO_X	CO	SO_2	PM10	PM2.5
Summer						
Area Sources	6.7	0.28	24.55	<0.01	0.13	0.13
Energy Demand	0.12	1.00	0.43	<0.01	0.08	0.08
Mobile Sources	4.14	12.88	30.66	0.09	6.70	1.85
Summer Total	11.22	14.17	55.64	0.10	6.92	2.07
Winter						
Area Sources	6.67	0.28	24.55	<0.01	0.13	0.13

Table 4.3.2
Mitigated Maximum Daily Operational Emissions (lbs/day)

Source	ROG	NO_X	CO	SO_2	PM10	PM2.5
Energy Demand	0.12	1.00	0.43	<0.01	0.08	0.08
Mobile Sources	3.03	13.05	30.24	0.09	6.70	1.86
Winter Total	9.82	14.33	55.22	0.09	6.92	2.07
SCAQMD Significance Threshold	55	55	550	150	150	55
Potential Significant Impact?	No	No	No	No	No	No

Notes:
CalEEMod model results are contained in Appendix A.
Volatile organic compounds (VOCs) are measured as reactive organic compounds (ROGs). Use of high efficiency lighting, low flow plumbing fixtures, and water efficient irrigation are assumed.

The City of Monrovia Land Use and Circulation Element EIR requires all projects within the City to comply with the following mitigation measure, and to be included as part of the project. The following measure shall be incorporated into all project specifications to reduce diesel engine emissions of O_3 precursors including ROG and NO_X, PM_{10}, $PM_{2.5}$, and diesel PM. The following measure, complying with requirements, reduces the impact to less than significant.

Mitigation Measure

MM AIR-1: Idling Restrictions. Idling of diesel-powered vehicles and equipment shall not be permitted during periods of nonactive vehicle use. Diesel-powered engines shall not be allowed to idle for more than 5 consecutive minutes in a 60-minute period when the equipment is not in use, occupied by an operator, or otherwise in motion, except as follows:

- When equipment is forced to remain motionless because of traffic conditions or mechanical difficulties over which the operator has no control;
- When it is necessary to operate auxiliary systems installed on the equipment, only when such system operation is necessary to accomplish the intended use of the equipment;
- To bring the equipment to the manufacturer's recommended operating temperature;
- When the ambient temperature is below 40 degrees F or above 85 degrees F; or
- When equipment is being repaired.

c) **Less Than Significant Impact.** The SCAQMD *CEQA Air Quality Handbook* identifies methodologies for analyzing cumulative air quality impacts for criteria pollutants for which the Basin is in nonattainment (i.e., O_3, PM_{10}, $PM_{2.5}$). The Handbook identifies three performance standards that can be used to determine if long-term emissions would result in cumulative impacts; however, these methodologies are outdated and are no longer recommended by SCAQMD. The SCAQMD now stipulates that a project that is consistent with the AQMP would not contribute considerably to cumulative air quality impacts. As discussed in sections 4.3(a) and 4.3(b) above, the proposed Project would not conflict with or obstruct implementation of the SCAQMD 2016 AQMP, nor would it exceed SCAQMD's construction and operational significance thresholds for criteria pollutants. The proposed project, therefore, would not result in a cumulatively considerable increase in criteria pollutant emissions.

d) **Less Than Significant Impact.** Sensitive receptors are those segments of the population that are most susceptible to poor air quality, such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, outdoor athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Santa Fe Middle School is within 100 feet (30 meters) of the project site (across the street to the south); additionally, there are existing medium to high density residential developments approximately 80 to 85 feet (25 meters) to the west.

Diesel Particulate Matter. Diesel particulate matter (DPM) (i.e., exhaust PM10 and exhaust PM2.5) is considered a toxic air contaminant (TAC) and is associated with construction and mobile operational emissions. The SCAQMD is primarily concerned with DPM emissions associated with major highways and freeways, diesel truck stops, warehouses and distribution centers, ship hoteling at ports, or train idling at railroad yards.

To address impacts associated with DPM emissions, the City of Monrovia Land Use and Circulation Element EIR requires preparation of a Health Risk Assessment for all proposed projects within 500 feet of the I-210 (Mitigation Measures AIR-D and AIR-E). The proposed project is not within 500 feet of the I-210.

The project is located near the Metro's Gold Line light rail station; however, this system is run on electricity rather than diesel engines and therefore is not a major source of DPM emissions.

The project would only generate three A.M. and three P.M. peak hour vehicle trips at the Mayflower Avenue and Duarte Road intersection, and 48 A.M. and 10 P.M. peak vehicle hour trips at the Magnolia Avenue and Duarte Road intersection. The 48 additional A.M. peak hour vehicle trips added to the Magnolia Avenue and Duarte Road intersection would only represent 2.5 percent of the existing A.M. peak hour trips traveling through that intersection. Because the project would not add a significant number of vehicle trips to residential areas and would not change the LOS at nearby intersections (see the Traffic Study in Appendix I), the project is unlikely to result in significant emissions of DPM and would not likely affect the health of sensitive receptors.

Carbon Monoxide Hotspots. A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to violate State and federal CO standards at intersections, even if the broader Basin is in attainment for federal and State levels. In general, SCAQMD and the California Department of Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) recommend analysis of CO hotspots when a project increases traffic volumes at an intersection that is operating at LOS E or F by more than two percent.

The one intersection identified in the traffic impact analysis (see Appendix I) that is classified as LOS E is the Myrtle Avenue/Central Avenue I-210 WB ramps during the P.M. peak hour. However, the traffic analysis concluded that the project would only add 29 P.M. peak hour trips to this intersection, or a total of 1.1% of the existing P.M. peak hour trips traveling through that intersection. In addition, the LOS would not change due to the project. As such, the project would not create a CO hotspot; impacts would be less than significant.

Localized Significance Thresholds. As part of SCAQMD's environmental justice program, attention has recently been focusing more on the localized effects of air quality. Although the region may be in attainment for a particular criteria pollutant, localized emissions from construction activities coupled with ambient pollutant levels can cause localized increases in criteria pollutants that exceed federal and/or State air quality standards.

Construction-related and operational criteria pollutant emissions and potentially significant localized impacts were evaluated pursuant to the SCAQMD's Final Localized Significance Thresholds (LST) Methodology. This methodology provides screening tables for one- through five-acre project scenarios, depending on the worst-case daily site disturbance (i.e., grading, construction, paving, etc.) and the proximity of the nearest sensitive receptor. SCAQMD contains a Fact Sheet for determining how many acres would be disturbed per day based upon worst-case daily equipment usage assumptions in CalEEMod. Daily NOX, CO, PM10, and PM2.5 emissions would occur during grading of the project site and construction of the new structures which could occur simultaneously in one day in 2019 under a worst-case construction scenario. In addition, according to the LST Methodology, mobile operational emissions are not compared with LST thresholds; only area source and energy demand emissions are considered.

Table 4.3.3 compares project construction and operational emissions with SCAQMD's Localized Significance Thresholds for the East San Gabriel Valley (Source Receptor Area 9) for a project that would occur over a maximum of 5 acres per day and affect receptors located as close as 82 feet (25 meters) from the project site. According to Table 4.3.3, all project emissions would be below Localized Significance Thresholds; impacts would be less than significant.

Table 4.3.3
Localized Significance Thresholds for Sensitive Receptors (lbs/day)

Source	NO_X	CO	PM10	PM2.5
Construction				
Maximum Daily Emission	48.28	34.20	10.91	6.89
Localized Significance Threshold (25 meters – 82 feet)	**203**	**1,733**	**14**	**8**
Potential Significant Impact?	No	No	No	No
Operational				
Maximum Daily Emission (for Area and Energy Sources only)	1.28	24.99	0.21	0.21
Localized Significance Threshold (25 meters – 82 feet)	**203**	**1,733**	**4**	**2**
Potential Significant Impact?	No	No	No	No

Notes:
LSTs applied for a maximum of 5 acres disturbed per day with the nearest receptor at 25 meters (82 feet) away under a worst-case scenario.
In accordance, with the LST Methodology, emissions associated with offsite-mobile operational emissions are not included in the comparison with LSTs.
Maximum daily construction emissions occur during the winter of 2018.

e) **No Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed project is sited within an existing light industrial area with a transit station but does not include any such uses or other uses that utilize any substantial odor causing chemicals or processes. The proposed project includes residential uses that may be considered as a sensitive receptor. However, since there are no existing odor generating uses in the immediate area, the proposed residential land use would not be subject to any substantial odors. The proposed residential project would not produce odors that would affect a substantial number of people considering that the development would not result in the manufacturing of any products. Therefore, the proposed project

would not contribute to or subject a substantial number of people to objectionable odors, and no impact would occur.

4.4 – Biological Resources

Would the project:

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

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

a) **Less than Significant Impact with Mitigation Incorporation.** The project site is developed with light industrial uses and surface parking. No vegetation exists on-site except for limited ornamental landscaping, including trees planted along sidewalks and roadways. The project site is not identified as Critical Habitat for any threatened and endangered Species as designated by the United States Fish and Wildlife Service (USFWS).[7] The pallid bat (*Anatropous pallidus*) is the only special status species known to occur within a 1-mile radius of the project site.[8] This species is not expected to occur within the project area because there is no suitable habitat[1] available within the project area and the last occurrence was documented in 1931. Considering that the project site and surrounding areas contain no native habitat and are completely urbanized, the potential for onsite occurrence of other species designated under the federal Endangered Species Act or considered as a California Species of Special Concern is not expected. The proposed project would, therefore, not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local or regional plans or by the California Department of Fish and Wildlife (CDFW) or USFWS.

Nesting birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code have the potential to be impacted by tree removal and other construction work if these activities were to take place during the nesting season. If construction were to take place during the nesting season (February 1st through September 1st), Mitigation Measures BIO-1 and BIO-2 would ensure that potential impacts to nesting birds covered under the Migratory Bird Treaty Act and California Fish and Game Code would be reduced to less than significant levels.

Mitigation Measures

MM BIO-1: Pre-Construction Nesting Surveys. To avoid impacts on nesting birds, construction activities and construction noise shall occur outside the avian nesting season (prior to February 1 or after September 1). If construction and construction noise occur within the bird nesting season (during the period from February 1 to September 1), all suitable habitats within 100 feet of the project site shall be thoroughly surveyed for the presence of nests by a qualified biologist no more than five days before commencement of any vegetation removal. If it is determined that the project site is occupied by nesting birds covered under the MBTA and California Fish and Game Code, MM BIO-2 shall apply.

MM BIO-2: Construction Monitoring and Buffer Zones for Nesting Birds. If pre-construction nesting bird surveys identify active nests, no grading, vegetation removal, or heavy equipment activity shall take place within 300 feet of non-raptor nests and 500 feet of raptor nests, or as determined by a qualified biologist. Protective measures shall be required to ensure compliance with the MBTA and California Fish and Game Code requirements. The qualified biologist shall serve as a construction monitor during

[1] General habitat for the pallid bat includes deserts, grasslands, shrublands, woodlands and forests. They are most commonly found in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. They are very sensitive to disturbance of roosting sites. Source: California Natural Diversity Database (CNDDB).

those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts occur. A report of the findings, prepared by a qualified biologist, shall be submitted to the CDFW prior to construction-related activities that have the potential to disturb any active nests during the nesting season.

b) **No Impact.** The project site is located on developed land. The site is developed and has limited ornamental vegetation. No riparian habitat occurs onsite.[9] As such, no impact on riparian habitat or other sensitive natural habitat would occur.

c) **No Impact.** According to the federal National Wetlands Inventory, the project site does not contain any wetlands and the proposed project is not located adjacent to or near any wetlands.[10] No vegetation or onsite water features exist that are indicative of potential wetlands. No impact would occur.

d) **No Impact.** The project site is developed with light industrial uses and is surrounded on the north, east, south, and west by development, preventing the use of the project site and surrounding area as a wildlife corridor. There is limited ornamental landscaping on the project site. The project site does not provide for the movement of any native resident or migratory fish or wildlife. No impact would occur.

e) **No Impact.** There are 17 trees located on the project site: eight along the western project boundary adjacent to Magnolia Avenue and nine within the cul-de-sac on Peck Road. None of the trees proposed for removal are Oak Trees, and thus are not protected pursuant to Monrovia's Oak Tree Preservation Ordinance, Section 17.20.040 of the Municipal Code. No other City ordinance or policy exists that is intended for the preservation of trees or other biological resources. No impact would occur.

f) **No Impact.** The proposed project site is not within the planning area of any Habitat Conservation Plan or a Natural Community Conservation Plan area,[11] or other approved local, regional, or State habitat conservation plan. No impact would occur.

4.5 – Cultural Resources

Impacts to cultural resources were evaluated based on information in the cultural resources study, found in Appendix B. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	☐	☐	☑	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	☐	☑	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☑	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☑	☐

a) **Less than Significant Impact.** The proposed Specific Plan would not cause adverse change in significance of historic resources pursuant to Section 15064.5. Historic resources include, but are not limited to, buildings, structures, roads, features, and/or objects that are over 45 years old or older and that are listed in or determined to be eligible for listing in the California Register of Historic Resources, listed in a Local Register, and/or designated as historically significant by a lead agency.

On August 15, 2017, MIG Senior Archaeologist, Christopher Purtell, M.A., RPA, conducted a cultural resources records search at the California Historic Resources Information System at California State University, Fullerton (CHRIS-SCCIC). The results of the record search indicate that there have been no cultural resource studies/reports previously conducted within the proposed project site. However, there was one cultural resource study/report previously conducted adjacent to the proposed Specific Plan site and six cultural studies/reports that have been previously conducted within a one-half mile radius of the Specific Plan area. These studies were performed for the construction of three cell towers and facilities, two Gold Line Foothill expansion projects, one low-income/multi-family development project, and an update to the General Plan. These studies were conducted between 1995 and 2011.

This records search included a review of all recorded historic resources within a one-half mile radius of the project site. Results of the records search from the SCCIC indicate that there are no historic resources or built environments that have been previously recorded on the proposed project site, and there are two historic buildings/structures (P-19-179357 and P-19-188784) located within a one-half mile radius of the Specific Plan site.[12] None of these historic resources would be impacted by the proposed project.

Archival research indicates that four age-eligible structures (Industrial Buildings) 45 years old or older are located on the project site: two were built in 1956, one in 1947, and one in 1953.[13] The properties have been identified as 1726 South Magnolia Avenue, 225 West Duarte Road, 1725 Peck

Road, and 205 West Duarte Road (APNs: 8507-003-045, 8507-003-047, 8507-003-048, and 8507-003-051).

The properties located at 1726 South Magnolia Avenue, 225 West Duarte Road, 1725 Peck Road, and 205 West Duarte Road were evaluated to determine if these structures are eligible for listing in the National or California Registers. The results of the historic site evaluations determined that these properties are not eligible for listing in the National or California Registers under any of the significance criteria, nor are they eligible for listing in the County or Local Register. See Appendix B for detailed descriptions and analyses of each building.

Therefore, demolition of the existing three structures—an approximately 32,192 square feet of industrial use, an 18,700-square-foot vacant warehouse use, and a 13,260-square-foot fitness club located on the project site—would result in no adverse change in the significance of a historical resource as defined in Section 15064.5. Impact would be less than significant.

b) **Less than Significant, with Mitigation Incorporated.** The Native American Heritage Commission (NAHC) Sacred Land File (SLF) records search results (received August 23, 2017) revealed that there are no known "Native American cultural resources" in the SLF database within the project site or within a one-mile radius of the project site. [14]

The proposed *Station Square South Specific Plan* would not result in a direct adverse environmental impact to archaeological resources because it does not authorize the removal or impacts to known archaeological resources within the Specific Plan site. However, some archaeological resources may have been left in place, which is the preferred treatment pursuant to CEQA. Furthermore, the proposed *Station Square South Specific Plan* allows for the development of a transit-oriented, multi-family, residential development for 296 dwelling units on a 3.79-acre (gross) property and the reconfiguration of Peck Road, that may result in the disturbance of soils at depths not previously disturbed by existing or past development. Failure to properly survey development sites and, if necessary, monitor earthmoving activities to ensure identification and recovery of archaeological resources could result in a significant impact due to the loss of information related to pre-historic and historic human activities. With implementation of mitigation measures below (CULT-1, CULT-2, and CULT-3), impacts would be less than significant.

Mitigation Measures

MM CULT-1: Retain a Qualified Principal Investigator. Prior to issuance of a grading permit, the City of Monrovia's Community Development Department shall require the project developer to retain a qualified principal investigator, defined as an archaeologist, who meets the Secretary of the Interior's Standards for professional archaeology and has previous experience working in the Los Angeles basin within the ancestral tribal territory of the Kizh Gabrieleño. Previous experience must contain professional and/or academic expertise of prehistorical and historical (Mission era) Gabrieleño culture including but not limited to Gabrieleño place-names and locations, political and social structure, economic organization and trade, village catchment and use areas, foraging and hunting areas, identification of traditional tools and jewelry, religious beliefs and ritual practices, games, recreation, etc. The archaeologist shall provide a curriculum vitae and project experience to the Kizh Gabrieleño Tribe for concurrence of approval. The archaeologist (hereafter referred to as Qualified Archaeologist) shall be retained to carry out all mitigation measures related to any archaeological historic or prehistoric tribal cultural resources.

Archaeological and Native American monitoring and excavation during construction projects shall be consistent with current professional standards. All feasible care to

avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Tribal Cultural Resources in Southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

MM CULT-2: Cultural Resources Management Plan (CRMP). The CRMP shall institute a plan for monitoring the potential for indirect impacts to unanticipated discovery of buried cultural resources, paleontological resources, and human remains during construction activities involving grading, grubbing, and excavation, which warrants the consideration of avoidance and minimization measures to ensure conservation of cultural resources and conformance with the applicable sections of the PRC. The approved CRMP shall incorporate the mitigation measures as included in this Initial Study/Mitigated Negative Declaration (IS/MND).

MM CULT-3: Construction Monitoring. The Project Applicant shall be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians - Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, weed abatement, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the Tribal Representatives and shall be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor(s) shall complete monitoring logs on a daily basis. The logs shall provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor have indicated that the site has a low potential for archeological resources.

Construction personnel shall be briefed on procedures to be followed in the event that cultural resources or paleontological resources are encountered during construction. In addition, an information package shall be provided for construction personnel not present at the initial preconstruction briefing. The Qualified Archaeologist shall be required to provide a telephone number where they can be reached by the construction contractor, as necessary. In the event that archaeological resources are unearthed during ground-disturbing activities, ground-disturbing periodic archaeological spot checks shall be conducted, beginning at depths of two feet to determine if construction excavations have exposed or have a high probability of exposing archaeological resources. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards.

c) **Less than Significant Impact, with Mitigation Incorporated.** Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources: vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are areas that show evidence of pre-human activity. Often, they are simply small outcroppings visible on the surface or sites encountered during grading. Geologic formations are the most important indicators of paleontological resources since they may contain important fossils.

On August 8, 2017, Mr. Purtell commissioned a paleontological resources records search through the Vertebrate Paleontology Department at National Historic Museum of Los Angeles County (NHMLAC). This records search entailed an examination of current geologic maps and known fossil localities on and within the general vicinity of the proposed project site. The record search from the Vertebrate Paleontology Department at the NHMLAC indicated that there are no known paleontological localities within the Specific Plan area. However, museum records also indicated that there are two previously recorded fossil localities (LACM 1807 and LACM (CIT) 342) located within a 4.5-mile and 12.5-mile radius of the Specific Plan area that were discovered within the same sedimentary deposits at depths that extend into the Specific Plan area. Geologically, the Specific Plan area consists of surface deposits of younger Quaternary Alluvium, derived as alluvial fan deposits from the San Gabriel Mountains to the north of the Specific Plan site.

These types of deposits typically do not contain significant vertebrate fossils in the uppermost layers, but are underlain by older sedimentary deposits at relatively shallow depths greater than 14-feet and may well uncover significant vertebrate fossil remains; therefore, shall be closely monitored to quickly and professionally collect any vertebrate fossil remains without impeding development.[15] As such, the impact would be reduced to less than significant with the incorporation of the above referenced mitigation measures CULT-1, CULT-2, and CULT-3, in addition to CULT-4.

MM CULT-4: Paleontological Investigation. Project proponents proposing substantial grading or earthmoving in areas that might contain important paleontological and/or archaeological resources, including work within the Topanga Formation and Late Miocene Marine Monterey Formation, shall conduct a pre-excavation field assessment and literature search to determine the potential for disturbance of paleontological and/or archaeological resources.

d) **Less than Significant Impact**. The *Station Square South Specific Plan* would not directly impact human remains because it does not authorize the removal of known prehistoric and historic burials and there are no cemeteries with the Specific Plan area. Considering that the project site is developed, surficial and near-surface human remains would have been destroyed or recovered as a result of past development; therefore, it is unlikely that human remains are located under the existing development. However, the potential exists that as yet undiscovered human remains may be encountered during project implementation.

In the event, human remains are encountered, the discovery is required to comply with State of California Public Resources Health and Safety Code Section 7050.5-7055. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are discovered during excavation of a site. As required by state law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the “most likely descendant.” If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been contacted, the remains investigated, and appropriate recommendations made for

the treatment and disposition of the remains. Given required compliance with state regulations that detail the appropriate actions necessary in the event human remains are encountered, impacts associated with development supported by the proposed Cultural Mitigation Measures would be less than significant.

MM CULT-5: Unanticipated Discovery of Human remains and associated funerary objects. Human remains are defined as any physical remains of a human being. The term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of associated cultural resources (funerary objects) with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. NAGPRA guidance specifically states that the federal agencies shall consult with organizations on whose aboriginal lands the remains and cultural items might be discovered, who are reasonably known to have a cultural relationship to the human remains and other cultural items. Therefore, for this project site, it is appropriate for federal agencies to consult with the Gabrieleño Band of Mission Indians – Kizh Nation as recommended by the NAHC.

Prior to the start of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. Any discoveries of human skeletal material shall be immediately reported to the County Coroner. The monitor shall immediately divert work at minimum of 50 feet and place an exclusion zone around the burial. The monitor shall then notify the Qualified Archaeologist and the construction manager who shall call the coroner. Work shall continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If Native American, the coroner shall notify the NAHC as mandated by State law who shall then appoint a Most Likely Descendent. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside of working hours. The Tribe shall make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials shall be removed. The Tribe shall work closely with the Qualified Archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations shall either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project applicant shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

If the coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of

the coroner. Reburial shall be in an appropriate setting. If the coroner determines the remains to be modern, the coroner shall take custody of the remains.

Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on-site if possible. These items shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location mitigated between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

4.6 – Geology and Soils

Analysis of impacts to geology and soils was based on the geotechnical study found in Appendix C. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☑
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☑
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☑	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	☐	☐	☐	☑

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

a.i) **No Impact.** The project site is located in seismically active Southern California. According to the geotechnical report prepared for the project, the closest known major, active, and potentially active earthquake faults include the Raymond, Sierra Madre, Clamshell-Sawpit Section, Whittier, and Newport-Inglewood Faults. The closest active fault, the Raymond Fault, is located about 1.7 miles (2.7 kilometers) north of the site. The site is not located in an Alquist-Priolo Earthquake Fault Zone. No active faults are known to underlie or project toward the site. Therefore, the probability of fault rupture at the site is low, and no impact would occur.

a.ii) **Less Than Significant Impact.** The proposed project would be subject to ground shaking impacts should a major earthquake occur in the future. Potential impacts include injury or loss of life and property damage.

The project site is subject to strong seismic ground shaking, as are virtually all properties in Southern California. The proposed project is subject to the seismic design criteria of the California Building Code (CBC). The 2016 California Building Code (CBC; Title 14, California Code of Regulations, Part 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. A design earthquake is one with a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements and consideration of the site's seismic coefficients would reduce the potential of the building from collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements would minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Adherence to existing regulations would reduce the risk of loss, injury, and death; impacts due to strong ground shaking would be less than significant.

a.iii) **No Impact.** Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly the medium sand to silt range) are located over a high groundwater table (within 50 feet of the surface). Affected soils lose all strength during liquefaction and foundation failure can occur. According to the geotechnical report, the project site is not mapped in the potential liquefaction zone on the State of California Seismic Hazards Zones Map, and depth to groundwater is about 200 feet. Therefore, the project would not expose people or structures to potential ground failure due to liquefaction. No impact would occur.

a.iv) **No Impact.** Structures built below or on slopes subject to failure or landslides may expose people and structures to harm. The site is not mapped in an area of potential earthquake induced landslide movement on the State of California Seismic Hazards Zones Map. The project site and surrounding area is in a flat, urbanized setting. Therefore, the proposed project would not expose people or structures to injury or loss due to landslides. No impact would occur.

b) **Less Than Significant Impact.** Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. Little, if any, native topsoil is likely to occur on-site since the site is developed and

covered with paving and structures. The project has the potential to expose surficial soils to wind and water erosion during construction activities. Wind erosion would be minimized through soil stabilization measures required by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering. Water erosion would be prevented through the City's standard erosion control practices required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES), such as silt fencing or sandbags. Following project construction, the site would be covered completely by paving, structures, and landscaping. With implementation of standard existing regulations, impacts due to erosion of topsoil would be less than significant.

c) **Less Than Significant Impact.** Impacts related to liquefaction and landslides are discussed above in Section 4.6.a. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to the combination of gravity and earthquake shaking. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to a lesser extent on ground surfaces with a very gentle slope. Liquefaction occurs when seismic waves pass through saturated granular soil, distorting its granular structure, and causing some of the empty spaces between granules to collapse. Due to the absence of liquefaction potential on or near the site (depth to groundwater is approximately 200 feet) and the urbanized character of the area, the potential for lateral spread occurring on or off the site is considered negligible. Compliance with existing CBC regulations (Chapter 18) would limit hazard impacts arising from unstable soils to less than significant.

d) **No Impact.** Expansive soils shrink and swell in response to moisture due to high percentages of clay. According to the geotechnical report, the onsite material tested has a very low expansion potential. Moreover, because the project site is currently developed, subsurface soils would have been excavated and compacted in accordance with standard building code practices, including removal of any expansive or other non-engineered soils; therefore, impacts related to expansive soils would not be significant.

e) **No Impact.** The project site is served by a fully functional municipal sewer system. The project would connect to this system and would not require use of septic tanks. No impact would occur.

4.7 – Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☑

a) **Less Than Significant Impact.** Climate change is the distinct change in measures of climate for a long period of time. Climate change is the result of numerous, cumulative sources of greenhouse gas (GHG) emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of GHG and changes to the planet's surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil, and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock; deforestation activities; and some agricultural practices.

GHGs differ from other emissions in that they contribute to the "greenhouse effect." The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. GHGs occur naturally and from human activities. GHGs produced by human activities include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition, while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

GHG emissions for the project were quantified utilizing the California Emissions Estimator Model (CalEEMod) version 2016.3.1 2 to determine if the project could have a cumulatively considerable impact related to GHG emissions (see project Air Quality and Climate Change Assessment). The emissions inventory accounts for GHG emissions from construction activities and operational activities. Appendix A shows the detailed CalEEMod model results related to the analysis of annual output.

The project would result in short-term GHG emissions from construction and installation activities associated with construction of the proposed project. GHG emissions would be released by equipment used for demolition, grading, paving, and building construction activities. GHG emissions would also result from worker and vendor trips to and from the project site. Table 4.7.1 (Construction Greenhouse Gas Emissions--mitigated) summarizes the estimated yearly emissions from construction activities. Carbon dioxide emissions from construction equipment and worker/vendor trips were estimated utilizing the CalEEMod version 2016.3.1. Results of the construction activities are short-term and cease to emit GHGs upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions to generate a precise project GHG inventory. Amortized construction emissions are included in Table 4.7.1. Emissions are presented as metric tons of carbon dioxide equivalents (MTCO2E) meaning that all emissions have been weighted based on their Global Warming Potential (GWP) (a metric ton is equal to 1.102 US short tons).

Table 4.7.1
Construction Greenhouse Gas Emissions (mitigated)

Construction Year	GHG Emissions (MT/YR)			
	CO_2	CH_4	N_2O	TOTAL*
2018	490.65	0.06	0.00	492.27
2019	854.78	0.10	0.00	857.25
2020	7.21	<0.01	0.00	7.21
CO2 Equivalent TOTAL				1,356.73
AMORTIZED TOTAL				***45.22***

* MTCO2E (CO2 Equivalent)
Note: Slight variations may occur due to rounding and variations in modeling software
^ Amortized over 30-years

The proposed residential project would result in continuous GHG emissions from mobile, area, and operational sources. Mobile sources, including vehicle trips to and from the project site, would result primarily in emissions of CO_2 with minor emissions of CH_4 and N_2O. The most significant GHG emission from natural gas usage would be methane. Electricity usage by the project and indirect usage of electricity for water and wastewater conveyance would result primarily in emissions of CO_2. Disposal of solid waste would result in emissions of methane from the decomposition of waste at landfills coupled with CO_2 emission from the handling and transport of solid waste. These sources combine to define the long-term GHG inventory for the build-out of the proposed project. A summary of the project's long-term GHG emissions inventory is included in Table 4.7.2 (Operational Greenhouse Gas Emissions).

A numerical threshold for determining the significance of GHG emissions in the South Coast Air Basin has not officially been adopted by the SCAQMD. However, the latest interim threshold developed by SCAQMD is 3,000 MTCO2E per year for mixed use projects. This threshold is based on the review of 711 CEQA projects. The SCAQMD has developed substantial evidence that these standards capture the vast majority of projects that do have significant GHG emissions. As such, the interim thresholds are still appropriate to evaluate project impacts.

GHG emissions associated with the proposed project would not exceed the 3,000 MTCO2E threshold; therefore, impacts would be less than significant.

Table 4.7.2
Operational Greenhouse Gas Emissions

Source	GHG Emissions (MT/YR)			
	CO2	CH4	N2O	TOTAL*
Area	5.00	>0.01	0	5.12
Energy	705.21	0.02	>0.01	708.23
Mobile	1,434.59	0.09	0.00	1,436.80
Waste	27.64	1.63	0.00	68.48
Water	109.32	0.51	0.01	125.80
Total Operations	2,281.75	2.26	0.02	2,731.78
Amortized Construction **				45.22
Total Annual Operational GHG Emissions				2,344.43
Total GHG Emissions				2,389.65
Threshold of Significance				3000 MT/YR
Potential Significant Impact?				No

* MTCO2E/YR
** From Table 4.7.1
Note: Slight variations may occur due to rounding

b) **No Impact.** California Air Resource Board's (ARB) *Scoping Plan* identifies strategies to reduce California's GHG emissions in support of Assembly Bill (AB 32). Many of the strategies identified in the *Scoping Plan* are not applicable at the project level, such as long-term technological improvements to reduce emissions from vehicles. Some measures are applicable and supported by the project, such as energy efficiency. Finally, while some measures are not directly applicable, the project would not conflict with their implementation. Reduction measures are grouped into 18 action categories, as follows:

1. **California Cap-and-Trade Program Linked to Western Climate Initiative Partner Jurisdictions.** Implement a broad-based California cap-and-trade program to provide a firm limit on emissions. Link the California cap–and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California.[16] Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.
2. **California Light-Duty Vehicle Greenhouse Gas Standards.** Implement adopted Pavley standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.
3. **Energy Efficiency.** Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).
4. **Renewables Portfolio Standards.** Achieve 33 percent renewable energy mix statewide.
5. **Low Carbon Fuel Standard.** Develop and adopt the Low Carbon Fuel Standard.
6. **Regional Transportation-Related Greenhouse Gas Targets.** Develop regional GHG emissions reduction targets for passenger vehicles.
7. **Vehicle Efficiency Measures.** Implement light-duty vehicle efficiency measures.

8. **Goods Movement.** Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.
9. **Million Solar Roofs Program.** Install 3,000 megawatts of solar-electric capacity under California's existing solar programs.
10. **Medium- and Heavy-Duty Vehicles.** Adopt medium- (MD) and heavy-duty (HD) vehicle efficiencies. Aerodynamic efficiency measures for HD trucks pulling trailers 53-feet or longer that include improvements in trailer aerodynamics and use of rolling resistance tires were adopted in 2008 and went into effect in 2010.[17] Future, yet to be determined improvements, includes hybridization of MD and HD trucks.
11. **Industrial Emissions.** Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce GHG emissions and provide other pollution reduction co-benefits. Reduce GHG emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.
12. **High Speed Rail.** Support implementation of a high-speed rail system.
13. **Green Building Strategy.** Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.
14. **High Global Warming Potential Gases.** Adopt measures to reduce high global warming potential gases.
15. **Recycling and Waste.** Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials, and mandate commercial recycling. Move toward zero-waste.
16. **Sustainable Forests.** Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation. The 2020 target for carbon sequestration is 5 million MTCO2E/YR.
17. **Water.** Continue efficiency programs and use cleaner energy sources to move and treat water.
18. **Agriculture.** In the near-term, encourage investment in manure digesters and at the five-year *Scoping Plan* update determine if the program should be made mandatory by 2020.

Table 4.7.3 (Scoping Plan Consistency Summary) summarizes the project's consistency with the State *Scoping Plan*. As summarized, the project would not conflict with any of the provisions of the *Scoping Plan* and in fact supports six of the action categories through energy efficiency, water conservation, recycling, and landscaping.

Table 4.7.3
Scoping Plan Consistency Summary

Action	Supporting Measures	Consistency
Cap-and-Trade Program	--	**Not Applicable.** These programs involve capping emissions from electricity generation, industrial facilities, and broad scoped fuels. Caps do not directly affect residential projects. Rather, the enforcement occurs at electricity generation facilities
Light-Duty Vehicle Standards	T-1	**Not Applicable.** This is a statewide measure establishing vehicle emissions standards.
Energy Efficiency	E-1	**Consistent.** The project would include a variety of building, water, and solid waste efficiencies consistent with energy efficient requirements and guidelines.
	E-2	
	CR-1	
	CR-2	

Table 4.7.3
Scoping Plan Consistency Summary

Action	Supporting Measures	Consistency
Renewables Portfolio Standard	E-3	**Not Applicable.** Establishes the minimum statewide renewable energy mix.
Low Carbon Fuel Standard	T-2	**Not Applicable.** Establishes reduced carbon intensity of transportation fuels.
Regional Transportation-Related Greenhouse Gas Targets	T-3	**Not Applicable.** The project would not result in substantial emissions of GHG emissions; therefore, transportation related emissions reductions are not required.
Vehicle Efficiency Measures	T-4	**Not Applicable.** Identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
Goods Movement	T-5	**Not applicable.** Identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are yet to be implemented and would be voluntary, the proposed project would not interfere with their implementation.
	T-6	
Million Solar Roofs Program	E-4	**Not Applicable.** Sets goal for use of solar systems throughout the state. The project currently does not include solar energy generation and would not conflict with implementation of this measure.
Medium- & Heavy-Duty Vehicles	T-7	**Consistent.** Medium Duty and Heavy-Duty trucks and trailers that would serve the project for deliveries and other similar activities would be subject to aerodynamic and hybridization requirements as established by ARB; no feature of the project would interfere with implementation of these requirements and programs.
	T-8	
Industrial Emissions	I-1	**Not Applicable.** These measures are applicable to large industrial facilities (> 500,000 MTCOE2/YR) and other intensive uses such as refineries.
	I-2	
	I-3	
	I-4	
	I-5	
High Speed Rail	T-9	**Not Applicable.** Supports increased mobility choice.
Green Building Strategy	GB-1	**Consistent.** The project would include a variety of building, water, and solid waste efficiencies consistent with green building requirements.
High Global Warming Potential Gases	H-1	**Not Applicable.** The proposed project is not a substantial source of high GWP emissions and would comply with any future changes
	H-2	
	H-3	

Table 4.7.3
Scoping Plan Consistency Summary

Action	Supporting Measures	Consistency
	H-4	in air conditioning, fire protection suppressant, and other requirements.
	H-5	
	H-6	
	H-7	
Recycling and Waste	RW-1	**Consistent.** The project would be required to recycle a minimum of 50 percent from construction activities and project operations per State and County requirements.
	RW-2	
	RW-3	
Sustainable Forests	F-1	**Consistent.** The project would not result in deforestation and drought resistant trees and shrubs will planted on the grounds and open spaces.
Water	W-1	**Consistent.** The project would include use of low-flow fixtures and efficient landscaping per State requirements.
	W-2	
	W-3	
	W-4	
	W-5	
	W-6	
Agriculture	A-1	**Not Applicable.** The project is not an agricultural use.

The City of Monrovia has an *Energy Action Plan* that seeks to decrease energy use and dependence. The plan suggests the need for citizen involvement and focuses heavily on actionable items related to managing city facilities and vehicles. Additionally, the City requires consistency with energy saving strategies (such as Title 24 which requires energy efficient practices). With the project's consistency with ARB's *Scoping Plan* and building code requirements, no impact would occur.

4.8 – Hazards and Hazardous Materials

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☑

a) **Less Than Significant Impact.** The proposed project would engage in intermittent transport, use, or disposal of hazardous materials or wastes. Widely used hazardous materials include paints and other solvents, cleaners, automobile fluids, and pesticides. Other products include used motor oil, dead batteries, electronic wastes, and other wastes prohibited or discouraged from being disposed of at local landfills. Transport, use, and disposal of any such hazardous materials would need to comply with existing applicable federal, state, and local regulations. Project impacts associated with the routine transport or use of hazardous materials or wastes would be less than significant.

b) **Less Than Significant Impact.** Construction of the proposed project would require the use and possible release of hazardous materials, such as paints and other solvents, as described in a) above. Furthermore, routine construction practices include good housekeeping measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes and other waste materials. Additionally, all hazardous materials are required to be used and transported in accordance with their labeling pursuant to federal and State law. As a result, risk of upset of hazardous materials from accidents would be less than significant with implementation of existing federal, state, and local regulations.

The existing buildings located on the project site were constructed prior to 1970 and will be demolished prior to project construction. Because of the age of these structures, asbestos containing materials (ACM) and lead-based paints (LBP) could have been used in their construction. ACM were used on a widespread basis in building construction prior to and into the 1980s. Asbestos generally does not pose a threat when it remains intact. When asbestos is disturbed and becomes airborne, such as during demolition activities, significant impacts to human health could occur. Construction workers completing demolition activities, as well as surrounding uses, have the potential to be exposed to airborne asbestos emissions due to the potential presence of ACM.

SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires work practices that limit asbestos emissions from building demolition and renovation activities, including the removal and disturbance of ACM.[18] This rule is generally designed to protect uses and persons adjacent to demolition or renovation activity from exposure to asbestos emissions. Rule 1403 requires surveys of any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACM. Rule 1403 also establishes notification procedures, removal procedures, handling operations, and warning label requirements, including HEPA filtration, the glovebag method, wetting, and some methods of dry removal that must be implemented when disturbing appreciable amounts of ACM (more than 100 square feet of surface area). Adherence to SCAQMD Rule 1403 would reduce potential impacts related to ACM to less than significant levels.

Construction workers' exposure to lead-based paint during demolition activities is also of concern, similar to exposure to asbestos. Surrounding land uses' exposure to lead from demolition activities

is generally not a concern because demolition activities do not result in appreciable emissions of lead. The primary emitters of lead are industrial processes. Any lead-based paint utilized on the exterior and interior of the existing use would generally remain inside the structure or close to the exterior of the building. Improper disposal of lead-based paint could contaminate soil and subsurface groundwater in and under landfills not properly equipped to handle hazardous levels of this material. If lead-based paint exists in some or all of the buildings to be demolished, California Regulation 8 CCR Section 1532.1 (California Construction Safety Orders for Lead) would be applicable. As a result of this regulation, all existing structures to be demolished will require an exposure assessment that sets forth measures to keep worker exposure below action levels. The project is also subject to Title 22 requirements for the disposal of solid waste contaminated with excessive levels of lead. Adherence to existing State regulations would reduce impacts related to lead-based paints to less than significant.

c) **Less than Significant Impact.** Santa Fe Middle School is located approximately 0.2 miles south of the project site. As a residential development operation, the proposed project would not generate hazardous emissions, and storage, handling, production, or disposal of acutely hazardous materials is not required or proposed for any aspect of the project. As a result, project impacts to Santa Fe Middle School from hazardous materials would be less than significant.

d) **Less than Significant Impact, with Mitigation Incorporated.** A search of the *Envirostor (*California Department of Toxic Substance Control (DTSC)*)* database found three former hazardous materials sites associated with the subject parcels.[19] All three sites were subject to voluntary clean-up actions and closure was certified by DTSC.

The project site consists of properties located at:

- 1726 S. Magnolia Avenue
- 1725 Peck Road
- 205 and 225 W. Duarte Avenue

A Phase I Environmental Site Assessment (ESA) was conducted for the site in 2015 by Mesa Industries.[20] As a follow up, two Phase II ESA were conducted on the project site. These documents may be found in Appendix D. One investigation was conducted by SCS on May 3 and 4, 2016, at the Mesa Industries facility located at 1726 South Magnolia Avenue.[21] The objective of the Phase II investigations was to evaluate the presence of hazardous substances from past operations at the property. No visible signs of contamination were noted by SCS during the field investigation, nor was there evidence of any underground storage tanks on the property. Soil samples were analyzed for various types of contaminants. Total Petroleum Hydrocarbons were not detected in any soil samples analyzed. With the exception of acetone, which is likely attributed to laboratory contamination, Volatile Organic Compounds (VOCs) were not detected in soil samples analyzed. Concentrations of acetone detected in soil samples were well below Residential Screening Levels (RSLs) for residential and commercial uses. In 2008, the U.S. EPA released RSLs to replace the Preliminary Remediation Goals (PRGs). These screening levels are used by California Department of Toxic Substances Control to determine human health risks from residential development of contaminated sites. Concentrations of metals in selected samples were consistent with expected background levels found in California soils. Perchloroethylene (PCE) was detected at very low concentrations in 12 of 16 soil vapor samples. The PCE concentrations were below both residential and commercial/industrial screening levels and were not indicative of a significant release at this property. Based on these results, further investigation of the 1726 S. Magnolia Avenue property is not warranted or recommended.

The second Phase II ESA was conducted for the 205 Duarte Road, 225 Duarte Road, and 1725 Peck Road properties by Frye Environmental.[22] As part of the investigation, Frye conducted soil and

groundwater sampling on the properties. The sampling revealed soil vapor and metal concentrations exceeding regional DTSC screening levels. Because of this, Frey recommended the following remediation measures:

- Conduct additional sampling of soil to verify horizontal and vertical extent of VOC contamination at 205 W. Duarte Road and 1725 Peck Road.
- Excavate and off-haul soils contaminated with arsenic and lead from all three properties.
- Excavate and off-haul soils contaminated with TPH on the north side of the 225 W. Duarte Street building.

To reduce a potentially significant impact relating to the presence of known hazardous materials on the project site, mitigation measure HAZ-1 is required. With implementation of Mitigation Measure HAZ-1, impacts would be reduced to less than significant.

Mitigation Measures

MM HAZ-1: The developer shall prepare a soil sampling plan for review and approval by the Monrovia Fire Department. Following characterization of soil, the developer shall prepare a Remedial Action Plan for excavation and removal of contaminated soil for review and approval by the Monrovia Fire Department.

e-f) **No Impact.** There are no public airports or private airstrips within two miles of the project site. The nearest major commercial airport is the Ontario International Airport, located approximately 22 miles to the east. The San Gabriel Valley Airport (formerly El Monte Airport) is a single-runway general aviation airport located about 3.5 miles to the southwest.

g) **Less Than Significant Impact.** The project site's new access road would be located on 1725 Peck Road, which connects to Duarte Avenue, which is a major arterial that may function as an evacuation route. As is further discussed in the Transportation and Traffic section, the project would not create, interrupt, or otherwise reduce the ability of these streets to convey traffic. Therefore, the project would have a less than significant impact on emergency response and evacuation plans.

h) **No Impact.** The project site is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE), and the City's General Plan. There is a high fire hazard zone within Monrovia, but it is located north of Interstate 210. There are no wildland conditions in the urbanized area in which the project site is located. No impact would occur.

4.9 – Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☑	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☑
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☑
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☑	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☑	☐
f) Otherwise substantially degrade water quality?	☐	☐	☑	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☑
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☑	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☑	☐

a and f) **Less Than Significant Impact.** Violations of water quality standards or waste discharge requirements and/or degradation of water quality has the potential to result in potentially significant impacts to hydrology and water quality. These can result in environmental damage and/or health concerns for people. The project would result in a significant impact to water quality if water quality standards and waste discharge requirements were violated or resulted in the degradation of water quality.

Point-source pollutants can be traced to their original source. Point-source pollutants are discharged directly from pipes or spills. Raw sewage draining from a pipe directly into a stream is an example of a point-source water pollutant. The project does not propose any uses that would generate point source pollutants.

Non-point-source pollutants (NPS) cannot be traced to a specific original source. NPS pollution is caused by rainfall or snowmelt moving over and through surface areas. As the runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing them into lakes, rivers, wetlands, coastal waters, and even underground sources of drinking water. These pollutants include:

- Oil, grease, and toxic chemicals from urban runoff and energy production
- Sediment from improperly managed construction sites
- Atmospheric deposition and hydromodification

Impacts associated with urban water pollution include sickness or injury to people, and degradation or elimination of water bodies as recreational opportunities. Accidents, poor site management or negligence by property owners and tenants can result in accumulation of pollutant substances on parking lots, loading and storage areas, or result in contaminated discharges directly into the storm drain system.

As a co-permittee under Los Angeles County's MS4 National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permit, the City is required to implement all pertinent regulations of the program to control pollution discharges from new development.[23] These regulations reduce NPS pollutant loading through the implementation of Best Management Practices (BMPs) and other Low Impact Development (LID) strategies that minimize or eliminate pollutants from urban runoff, thereby protecting downstream water sources. BMPs implemented to address pollutant sources generally involve maintenance of storm drain facilities, parking lots, vegetated areas, and dissemination of educational materials.

Violations of water quality standards due to runoff can be prevented through the continued implementation of existing water quality regulations. The proposed project would disturb approximately 3.79 acres (gross) of land and therefore will be subject to State's NPDES requirements during construction activities. The City will require the project's use of BMPs as listed in the California Stormwater Quality Association's California Storm Water Best Management Practice Handbooks. The post-construction BMPs will include drywells for infiltration and hydrodynamic separators (CDS units) as pre-treatment to the drywells. A CDS, or Continuous Deflection Separation, screens litter, fine sand, oil, and other particles that have absorbed pollutants. Temporary BMPs will be implemented prior to the starting of demolition and maintained throughout project construction. Temporary BMPs will likely include, but not be limited to, gravel bags, silt fences, gravel beds/rumble plates, dumpsters, storage areas, concrete washout areas, and portable toilets.

The project also has to comply with the City's Storm Water Management regulations (Chapter 12.36 of the Municipal Code), which requires following Low Impact Development (LID) standards. The applicant has included in the project design a drainage system consisting of dry wells that collect and clean runoff. As a result, impacts related to violation of water quality standards would be less than significant.

b) **No Impact.** The proposed project would decrease the impervious surface coverage compared to existing conditions. The existing site is 96% impervious, and the proposed overall site is 86% impervious; this 10% increase in pervious surface would result in an increased amount of water that would percolate and help to recharge the groundwater table. No impact would occur.

c) **No Impact.** Potentially significant impacts to the existing drainage pattern could occur if development of the project results in substantial on- or off-site erosion or siltation. No streams traverse the project site; thus, the project would not result in the alteration of any stream course. As detailed in Section 4.9.a, the project site is currently developed. Existing surface water runoff from the site would be reduced from 9.34 cubic feet per second (cfs) to 3.45 cfs due to the provision of dry wells required to meet NPDES requirements. Additionally, the historic high groundwater level is 200 feet below the ground surface. KHR Associates also completed a hydrology report (Appendix F) and concluded that the contribution to the public storm drain would be reduced by 63%. Overflow (if any) would be routed to the existing LACFCD 90-inch RCP storm drain that parallels the centerline of Peck Road (it transitions to a 96-inch storm drain west of Peck Road along Duarte Road) and would be restricted to County allowable flow rates. Since on-site drainage facilities would be installed to capture runoff, moderate flows, and trap silt, the project would not have siltation or erosion impacts. No impact would occur.

d) **Less Than Significant Impact.** As detailed in Section 4.9.c, the project would not result in an alteration of the drainage pattern (i.e., current drainage patterns into existing storm drains would be retained) or increase in flows that would result in flooding on- or off-site. All on- and off-site drainage would be controlled by existing storm drain and flood control facilities. Storm flow rates would reduce from 9.34 cfs to 3.45 cfs due to LID on-site retention features (required to meet NPDES standards). No new connections to the Santa Anita Wash are proposed. Currently, runoff discharges to the adjacent streets and ultimately into the City's and County's storm drain system. Per City requirements, as set forth in MMC Title 15 (Buildings and Construction), the project's storm water runoff that is not captured in the dry wells would discharge directly into the County's storm drain system. Impacts would be less than significant.

e) **Less Than Significant Impact.** All on- and off-site drainage would be controlled by storm drain and flood control facilities. The onsite drainage features would reduce flow rates from the current 9.34 cfs to 3.45 cfs; therefore, the existing storm drain facilities that serve the site would not be impacted. During construction, the project applicant would be required to develop and implement

a Stormwater Pollution Prevention Plan (SWPPP). This would guard against polluted runoff from leaving the construction site. Operationally, the project would include BMPs as previously detailed in Section 4.9.a to reduce pollutants in runoff. Impacts would be less than significant.

f) **Less Than Significant Impact.** See discussion in Section 4.9.a.

g-h) **No Impact.** The proposed project is not located within a 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps. Because the project site is not located within a 100-year flood hazard area, the project would not place housing in a flood hazard area or impede or redirect flood flows. The project would not be impacted by a 100-year flood.

i) **Less than Significant Impact.** According to the FEMA flood maps, the project site is not located adjacent to any levee or within an area potentially subject to flooding as the result of a potential levee failure.[24] The project site is located within the dam inundation area of the Santa Anita Dam.[25] The dam has a capacity of 1,376 acre-feet and is located approximately three miles north of the proposed project. This dam provides flood control, water conservation, and debris control. If the dam failed at maximum capacity, the drainage area would be 11 square miles. Most of the flooding would occur in Sawpit Canyon between Myrtle Avenue and Santa Anita Wash north of the Interstate-210 freeway; however, some inundation would still potentially occur southerly including on the project site.

The project site is located approximately three miles from the dam. The County of Los Angeles' emergency response plans, as administered by the County of Los Angeles Office of Emergency Management, along with mutual aid from local jurisdictions, would implement their evacuation plans should such a dam inundation threaten the area. In addition, the National Dam Safety Act of 2006 authorized a program to reduce the risks to life and property from dam failure by establishing a safety and maintenance program. The program requires regular inspection of dams to reduce the risks associated with dam failures. Based on the distance of the project site from the dam, established dam evacuation plans, and the continued maintenance of these dams, impacts due to dam inundation would be less than significant.

j) **Less than Significant Impact.** Monrovia is not exposed to tsunami hazards due to its inland location (over 25 miles from the ocean) and elevation (430 above feet mean sea level). In addition, no large water bodies exist in the City that would present seiche hazards. According to the City of Monrovia General Plan Safety Element, the project is within the inundation zone for the Sawpit Debris Basin. However, given the location of the project away from hillsides, no potential for mudflows exists. Therefore, impact would be less than significant.

4.10 – Land Use and Planning

Would the project:

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

a) **No Impact.** The project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. Therefore, no impact would occur.

b) **Less than Significant Impact.** According to the General Plan, the following uses are appropriate within the Planned Development Land Use/PD-12 zoned areas: office, retail/dining, hospitality, parking and open space, residential, and a transit station with supporting facilities. The project is consistent with assigned uses of the General Plan. Chapter 5 of the *Station Square South Specific Plan* addresses the consistency of the Specific Plan with General Plan Land Use Element goals and policies. The Specific Plan is consistent with the following Land Use Element goals:

- Goal 1: Provide for a mix of land uses (residential, commercial, and industrial) which provides a balanced community.
- Goal 2: Provide adequate infrastructure for all development.
- Goal 3: Preserve the integrity of residential neighborhoods.
- Goal 4: Promote land use patterns and development which contribute to community and neighborhood identity.
- Goal 5: Encourage new development that is compatible with and complements existing land uses.
- Goal 8: Promote expansion of the City's economic base.
- Goal 9: Preserve the character of existing neighborhoods and historic residences.
- Goal 12: Expand recreational and park use opportunities.
- Goal 14: Maximize public participation in the planning and development review process.
- Goal 15: Ensure consistency with goals and policies of other elements of the general plan.

As indicated above, the project complies with existing General Plan goals and policies. The project does not conflict with any plans or programs adopted to avoid or mitigate an environmental impact.

c) **No Impact.** The proposed project site and surrounding areas are not part of any habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. As such, no impact would occur.

4.11 – Mineral Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☑

a-b) **No Impact.** The project site is located in a completely urbanized area. There are no mineral extraction or process facilities on or near the site. No mineral resource areas have been designated in the City of Monrovia.[26] The project site is developed and, therefore, the proposed project would not result in any loss of availability of any known or unknown locally important mineral resources. There are no mining operations within the immediate vicinity of the project site and mining is not consistent with zoning and surrounding land uses. No impact would occur.

4.12 – Noise

Would the project result in:

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

Characteristics of Noise

Noise is usually defined as unwanted sound and can be an undesirable by-product of society's normal day-to-day activities. Sound becomes unwanted when it interferes with normal activities, causes actual physical harm, or has an adverse effect on health.

People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness." However, the sound pressure magnitude can be objectively measured and quantified using a logarithmic ratio of pressures which yields the level of sound, utilizing the measurement

scale of decibels (dB). The decibel is generally adjusted to the A-weighted level (dBA) which de-emphasizes very low frequencies to better approximate the human ear's range of sensitivity. In practice, the noise level of a sound source is measured using a sound level meter that includes an electronic filter corresponding to the A-weighting curve.

Even though the A-weighted scale accounts for the relative loudness perceived by the human ear and, therefore, is commonly used to quantify individual events or general community sound levels, the degree of annoyance or other response effects also depends on several other perceptibility factors, including:

- Ambient (background) sound level
- Magnitude of the event sound level relative to the background noise
- Spectral (frequency) composition (e.g., presence of tones)
- Duration of the sound event
- Number of event occurrences, repetitiveness, and intermittency
- Time of day the event occurs

In determining the daily level of environmental noise, it is important to account for the difference in human responses to daytime and nighttime noises. At night, exterior background noise levels are generally lower than daytime levels. However, most household noise also decreases at night, and exterior noise may become increasingly noticeable. Further, most people sleep at night and have greater sensitivity to noise intrusion. To account for human sensitivity to nighttime noise levels, a 24-hour descriptor, the Community Noise Equivalent Level (CNEL), has been developed. The CNEL divides the 24-hour day into a daytime period of 7:00 A.M. to 7:00 P.M., an evening period from 7:00 P.M. to 10:00 P.M., and a nighttime period of 10:00 P.M. to 7:00 A.M. In determining the CNEL, noise levels occurring during the evening period are increase by 5 dB, while noise levels occurring during the nighttime period are increased by 10 dB to account for the greater sensitivity during the evening and nighttime periods.

The effects of noise on people fall into three general categories:

- Subjective effects of annoyance and nuisance
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss

In most cases, the levels associated with environmental noise produce effects only in the first two categories. However, workers in industrial plants may experience noise effects in the last category. There is no completely effective way to measure the subjective effects of noise or the corresponding reactions of annoyance because of the wide variation in individual thresholds of annoyance and degrees to which people become acclimated to noise. Thus, an important way of determining a person's subjective reaction to a new noise source is by comparison to the existing environment to which they are accustomed (the "ambient environment"). In general, the more the level of a noise event exceeds the prevailing ambient noise level, the less acceptable the noise source would be to those exposed to it.

With regard to increases in A-weighted noise levels, the following relationships are applicable to this analysis:

- Except in carefully controlled laboratory experiments, a 1 dB change cannot be perceived.
- Outside of a laboratory, a three dBA change will be generally perceivable by most people.
- A change in level of at least five dBA is considered a noticeable change by most people.
- A 10 dBA change will result in the perception of doubling or halving the loudness of the noise.

Noise sources are either “point sources”, such as stationary equipment or individual motor vehicles, or “line sources”, such as a roadway with a large number of mobile point sources (motor vehicles). Sound generated by a stationary point source typically diminishes (attenuates) at a rate of 6 dBA for each doubling of distance from the source to the receptor at acoustically “hard” sites, and at a rate of 7.5 dBA at acoustically “soft” sites. For example, a 60 dBA noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dBA at 100 feet from the source and it would be 48 dBA at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of three dBA and 4.5 dBA per doubling of distance from the source to the receptor for hard and soft sites, respectively. Human-made or natural barriers can also attenuate sound levels.

Characteristics of Vibration

Vibration is minute variation in pressure through structures and the earth, whereas, noise is minute variation in pressure through air. Some vibration effects can be caused by noise; e.g., the rattling of windows from truck pass-bys. This phenomenon is related to the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Ground-borne vibration attenuates rapidly as distance from the source of the vibration increases. Vibration amplitude can be measured as peak particle velocity (PPV), the maximum instantaneous peak amplitude in inches per second, or root-mean-square (RMS) velocity in inches per second or as vibration level in decibels (VdB) referenced to one micro-inch per second. The ratio between the PPV and the maximum RMS amplitude is termed the “crest factor.” According to the Federal Transit Administration (FTA), the PPV level for construction equipment is typically 1.7 to six times greater than the RMS vibration level. The FTA uses a crest factor of four for the conversion of PPV levels to RMS vibration levels. For the purposes of ground-borne vibration analysis of impacts to existing structures, vibration velocity is described in terms of PPV. For the analysis of the human response to vibration, VdB is utilized.

The vibration velocity threshold of perception for humans is approximately 65 VdB, and a vibration velocity of 72 VdB is the preferred criteria for the maximum allowable vibration impact on residential projects at night. For daytime, institutional land use, a vibration velocity of 84 VdB is commonly utilized for detailed analysis. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Common ground-induced vibrations related to roadway traffic and construction activities pose no threat to buildings or structures. If a roadway is smooth, the ground-borne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is typically the background vibration velocity, to 94 VdB. This 94 VdB vibration level corresponds to 0.2 PPV, which is the general threshold where minor damage can occur in non-engineered timber and masonry buildings.

Project Noise Conditions

Existing noise levels are dominated by transportation sources. The project site is located three blocks south of the I-210 freeway and is adjacent to the Gold Line Monrovia Station to the north, Duarte Road to the south, and Magnolia Avenue to the west. Other noise sources include the nearby multifamily residences, a veterinary hospital, and a recyclable materials collection facility. Venaklasen Associates completed two reports to aid in the completion of the Noise Section of this IS/MND. The first report presents the results of predicted noise levels based on computer modeling (Appendix G). Also, a report addressing the CEQA impact questions is provided as Appendix H. In this section, answers to the impact questions are addressed while greater detail is provided in the two reports.

a) **Less Than Significant Impact with Mitigation Incorporated.** Based on the short-term measurements and computer model calculations (Appendices G and H), the north and east property

lines facing the railroad or recycling center may experience noise levels up to 68 CNEL, and the south and west property lines facing the roadways may experience noise levels up to 67 CNEL (Appendix H). Interior noise levels may exceed 45 CNEL unless sound-rated windows and appropriate exterior façade assemblies are included in the project design. The project design should therefore incorporate noise attenuation features such as sound-rated windows into the design to address interior noise levels established by the State Health and Safety Code. The acoustical analysis of exterior noise as it relates to interior noise is a routine plan check and permitting requirement per the State of California Building Code. The specific requirements would depend upon the details of the project plans. This impact is less than significant with mitigation (MM NOI-1).

The City does not have exterior CNEL noise level standards in either the Municipal Code nor the General Plan. As previously stated, CNEL was developed to account for human sensitivity to nighttime noise levels relative to sleep disturbance. The metric provides an increase in evening (7:00 p.m. to 10:00 P.M.) and nighttime (10:00 P.M. to 7:00 A.M.) by 5 dB and 10 dB, respectively, to account for the greater sensitivity during the evening and nighttime periods. The exterior common areas and private patios/balconies for the project are not intended to be sleeping spaces for residents. Therefore, it can be concluded that CNEL is not an appropriate metric for analyzing the impact of noise on these areas. Critically, the City has not established any standards for CNEL except for noise/land use compatibility criteria in the General Plan, which are only guidelines.

Since the exterior noise levels at the site are controlled by train events and train station operation, an analysis of the following is an appropriate method to determine whether train noise poses a noise impact: the average A-weighted level, duration, and frequency of the train events compared to potential health risks.

On average, a commuter train event has an average noise level of 85 dBA. The average duration of a commuter train events lasts for 34 seconds. No more than 10 commuter train events are anticipated per hour based on the schedules available. Therefore, residents would be exposed to an average noise level of 85 dBA for a maximum of six minutes each hour, assuming the resident is outside for every train event in the hour. For the remainder of the hour, the average exterior ambient noise level is 58 dBA. The amount of exposure time experienced due to commuter trains does not correlate to any potential health risks while residents are using the exterior areas of the project. For reference, the Occupational Safety and Health Administration (OSHA) Standard 1910.95 requires protection and/or mitigation measures for workers exposed to noise levels beginning at 85 dBA for longer than eight hours (the “action level”).

Given the train noise exposure is a maximum of 85 dBA for a duration of six minutes per hour, this does not correlate to any potential risks to health while at the exterior of the property. Therefore, the impact of noise on exterior common areas and private patios would be less than significant.

Noise from commercial operation of the adjacent recycling facility includes high-impact noise from container loading/unloading, as well as heavy truck activity at maximum levels at the property line of 86 dBA. Measurements were made at approximately 20 feet from the rail tracks, which is the nearest residence location. Another set of measurements was performed on March 26, 2018 to further quantify noise exposure from an adjacent recycling facility. The recorded measurement for ambient noise near the recycling center was 62.8 dBA. The recorded measurement for a significant noise event at the recycling center (movement of containers) was 86 dBA.

While this level of noise may be deemed disruptive to human activity, the operating hours of the recycling center are listed as 8:00 A.M. to 5:00 P.M. This is within the allowable hours for such activities as listed in Section 9.44.080(D) of the City of Monrovia Noise Ordinance. Impact would be less than significant.

Mitigation Measure

MM NOI-1: The project shall provide sound-rated windows and appropriate exterior façade assemblies to ensure City and State interior noise level standards are met. Prior to the issuance of a grading permit, a detailed acoustical analysis of the project shall be completed by a qualified acoustical consultant and submitted to the Building Division to define the exact mitigation required such that the interior noise level standards per the City and State are satisfied. Acoustical items, as included in Appendix G, that would be used to meet these guidelines include:

- Exterior façade assembly (exterior wall construction shall consist of three coat stucco over sheathing on wood studs with a single layer of gypsum board on the interior and batt insulation in the cavity)
- Windows and glass doors with minimum Sound Transmission Class (STC) ratings of 30 and 31 respectively for Zone A and Zone B units (as shown in Appendix G).
- Residential mechanical ventilation, or other means of natural ventilation, may be required for all units in Zone A and Zone B.

b) **Less Than Significant Impact.** The City of Monrovia does not specify explicit criteria for new developments impacted by ground-borne vibration from railroads. Vibration measurements were conducted to collect data from train pass-bys. The average levels of train events measured at the site, as shown in Appendix H, do not exceed the aforementioned 72 VdB criteria for residential sensitive use categories. This impact would be less than significant.

The City of Monrovia does not set specific limits on vibration due to construction equipment. The City Performance Criteria does prohibit activities that would produce a "noticeable tremor" at the property line of the source creation. However, this type of criteria and the intent of its language is traditionally understood to apply to permanent sources on residential zones. For the purposes of this report, a "noticeable tremor" is understood to mean significant levels of vibration that would deter normal human activities. Construction activities that historically produce significant vibration levels (demolition, grading, earthworks) for the subject project are expected to occur for no greater than seven to nine weeks in total.

Table 4.12.1
Calculated Vibration Levels of Typical Construction Equipment to Nearest Sensitive Receptor

Equipment	Vib. Level at 25ft (VdB)	Vib. Level at Residential Receptor (VdB)	Vib. Criteria for Residential Daytime Use Receptor (VdB)	Vib. Level at Office/Institutional Receptor (VdB)	Vib. Criteria for Office/Institutional Use (VdB)
Jack Hammer	79	66.6	78	69.9	84
Loaded Trucks	86	73.6	78	76.9	84
Large Bulldozer	87	74.6	78	77.9	84

Sources:
1. Equipment vibration levels from U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, (Washington, DC: U.S. Department of Transportation, Federal Transit Administration, May 2006), Table 12-2.
2. Vibration criteria from U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, (Washington, DC: U.S. Department of Transportation, Federal Transit Administration, May 2006), Table 8-3, p. 8-8.

Using vibration levels of typical construction equipment given in the *Transit Noise and Vibration Impact Assessment* document published by the Federal Transit Administration (FTA), vibration levels at receivers nearest the project site were calculated to be as indicated in Table 4.12.1. The distance loss was calculated using equations for ground-borne vibration published by the FTA, for two receptors. One receptor was the center of the VCA Animal Hospital (approximately 45 feet from the location of grading activity), the building whose employees would be subject to the vibration. The second receptor was the nearest residential building to the project site across S. Magnolia Avenue. Vibration levels for these two receptors were compared to FTA criteria for institutional land uses. It should be noted that the FTA criteria describes vibration levels of 84 VdB as "feelable" and 78 VdB as "barely feelable." The calculated vibration levels for use of construction equipment do not exceed the 84 VdB criteria at the calculated distance of 65 feet, and do not exceed 78 VdB at 45 feet. Based on these calculations and the FTA criteria, construction equipment would be used at a distance greater than 45 feet. At this distance, the construction vibration impact would be less than significant.

c) **Less Than Significant Impact with Mitigated Incorporated.** The traffic study provided by LSA Consultants indicates that the cumulative project trip generation for the year 2019 would be 3,368 net daily trips. The existing ambient noise levels measured at the site equate to between 62-67 CNEL along Duarte Road and Magnolia Avenue. The traffic model of the site's trip generation by itself produces a 61.4 CNEL. The project would generate traffic noise levels less than three CNEL over the measured ambient noise levels. The project would not have any significant traffic noise level impacts.

The project would include outdoor mechanical equipment, such as split-system outdoor condensing units for example. Based on published sound power data for units of typical residential size, the noise level would be less than 50 dBA at a distance of 30 feet from the equipment. Therefore, based on these calculations, the residential split-system condensing units would be located a minimum of 30 feet from the nearest residential property, with the final distance determined by the operating conditions of the exact equipment selected. Mitigation Measure NOI-2 requires an acoustical study to demonstrate the specific equipment used would generate noise that is less than 50 dBA at 30 feet. With implementation of this mitigation measure, the operational noise impact would be less than significant.

MM NOI-2: Prior to the issuance of the first building permit, the developer shall submit an acoustical report to the Building Division that proves the selected make, model, and location of all condensing units can comply with and not exceed MMC Section 9.44.040 (Allowable Noise Levels).

d) **Less Than Significant Impact with Mitigation Incorporated.** Construction of the project would generate temporary increased noise levels at the property line of the project site. The following measures are identified to reduce the potential effects of construction noise on adjacent properties. They have been separated via the City of Monrovia Noise Ordinance requirements for construction and standard practices for acoustical control. The impact would be reduced to less than significant with the incorporation of mitigation (MM NOI-3).

MM NOI-3: The project shall comply with standard practices for mitigating construction noise:

- Schedule highest noise-generating activity and construction activity away from noise-sensitive land uses.
- Prohibit and post signs prohibiting the idling of internal combustion engines for more than five minutes.
- Locate all stationary noise-generating equipment such as air compressors and portable generators as far as practicable from noise-sensitive land uses.
- Maintain all noise generating equipment in proper working order.

- Designate a noise disturbance coordinator who would respond to neighborhood complaints about construction noise by determining the cause of the noise complaints and require implementation of reasonable measures to correct the problem. Post a contact telephone number at the construction site.
- If construction outside of the hours indicated is desired, the appropriate approval must be obtained.

In addition, the requirements of the General Plan Land Use and Circulation Element Final EIR shall apply as follows:

- All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.
- Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).
- All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posted at the construction site. All notices and the signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.
- A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.

e,f) **No Impact.** The project is not within two miles of a public airport or public use airport. The project is also not within the vicinity of a private airstrip. Therefore, no impact would occur.

4.13 – Population and Housing

Would the project:

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

a) **Less Than Significant Impact.** Residential uses are included in the proposed project; therefore, this project would result in direct residential growth. According to the U.S. Census Bureau, the current population of Monrovia is 37,126.[27] The *2012 Regional Transportation Plan* (RTP) growth projections were developed by the Southern California Association of Governments (SCAG) utilizing a comprehensive analysis of fertility, mortality, migration, labor force, housing units, and local policies such as land use plans. According to SCAG[28], the population of Monrovia is anticipated to grow to 40,300 by 203,5 while Los Angeles County as a whole is anticipated to add about one million residents over the same time frame. However, the City's Land Use and Circulation Element EIR[29] notes that the population of the City is expected to increase substantially more (58,805 in 2030) in large part due to residential developments in the Station Square Transit Village. Overall, much of this growth in Monrovia would occur in the areas zoned as Planned Development, such as the project area under review.

According to the U.S. Census Bureau, the average persons per bedroom in Monrovia is 1.536. Given this, the proposed project is anticipated to accommodate approximately 589 residents (Studio: 15 (15 x 1.536 = 23) + 1 Bedroom: 193 (193 x 1 x 1.536 = 296) + 2 Bedrooms: 88 (88 x 2 x 1.536 = 270) = 589 residents). This level of growth is within the growth forecasts developed for the RTP and well within the projection shown in the City's Land Use and Circulation Element EIR. Additionally, it is likely the population may increase less than 589 as some of the residents of the new development may already live in Monrovia. Furthermore, the project does not include any major infrastructure extension or expansion and, therefore, would not result in any indirect population growth.

Three long-term employment positions (one property manager, one assistant property manager, and one facility manager) would be generated through the operation and maintenance of the development. According to the SCAG 2012 RTP, employment in the City is projected to increase by 1,400 jobs between 2008 and 2035. Due to the urban nature of the City and surrounding area, this potential minimal increase in employees is expected to be accommodated by existing housing in

the City and neighboring communities as well as within the residential component of the proposed project. The South Station Square proposed residential units meets the City's Regional Housing Needs Assessment (RHNA) by meeting the capacity that is identified in the City of Monrovia 2014-2021 Housing Element. As a result, impacts on population growth from employment and residential population growth would be less than significant.

b) **No Impact.** The project site supports light industrial and commercial uses, all of which would be demolished to accommodate the proposed residential project. Therefore, there would be no impacts regarding housing displacement.

c) **No Impact.** Displacement, in the context of housing, can generally be defined as persons or groups of persons who have been forced or obliged to leave their homes or places of habitual residence.[30] The existing structures do not include housing units and no individuals would be displaced. No impact would occur.

4.14 – Public Services

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Fire protection?	☐	☐	☑	☐
b) Police protection?	☐	☐	☑	☐
c) Schools?	☐	☐	☑	☐
d) Parks?	☐	☑	☐	☐
e) Other public facilities?	☐	☐	☑	☐

a, b) **Less Than Significant Impact.** Monrovia Fire and Rescue is the primary provider of fire protection in the City, although mutual aid agreements exist with Arcadia and Los Angeles County Fire. There are two fire stations in the City. Fire Station 102 is approximately ½ mile to the south of the project site. Fire Station 101 is located at 141 E Lemon Ave, in downtown Monrovia, approximately one mile from the project site. The Monrovia Fire Department was contacted to obtain an estimate of response to the project area, and it was estimated that it would take three to four minutes to respond to an emergency call.

The Monrovia Police Department provides police services at the project site, with the headquarters building located at 140 East Lime Avenue (about 1.5 miles north of the project site). Based on information provided by the City's Police Department, the average response time is approximately four minutes. According to the 2007 City of Monrovia Land Use and Circulation Element EIR, substantial population growth (about 20,000 additional residents through 2030) is anticipated in the City and specifically within the Station Square Village Area. The 2007 City of Monrovia Land Use and Circulation Element EIR notes that higher-density residential development typically generates more emergency calls than industrial and commercial land uses. While the project is anticipated to generate an increase in emergency service calls for both the police and fire departments, both the police and fire departments have stated that any increase in emergency service calls can be accommodated by existing police and fire department personnel and equipment, and no additional personnel or facilities would be required. As a result, the impact of the project to the police and fire departments would be less than significant.

c) **Less Than Significant Impact.** The project area is served by the Monrovia Unified School District (MUSD). MUSD district operates one pre-school, five elementary schools, two middle schools, one traditional high school, and one alternative high school. According to the Monrovia Unified School District service maps, the project area would be served by Bradoaks Elementary

School, Santa Fe Middle School, and Monrovia High School. Their enrollments and capacities are summarized in Table 4.14.2.

Table 4.14.2
School Capacity and Enrollment

School	Capacity	Enrollment
Bradoaks Elementary	684	463
Santa Fe Middle School	808	527
Monrovia High School	1,883	1,688

According to David Conway of the MUSD, the current enrollment and capacity of the schools affected by the proposed project residential is as follows:

School	Enrollment	Capacity
Bradoaks Elementary	463	684
Santa Fe Middle School	527	808
Monrovia High School	1,688	1,883

As these data indicate, all schools currently serving the project operate below their capacities.

The proposed residential project would result in incremental population growth and add children to be served by the Monrovia Unified School District. The project is estimated to house 589 residents. The U.S. Census Bureau Community Survey estimates that 16.4% of the population of Monrovia is between the ages of five and 19 (roughly the ages of K-12 population). Using this as an assumption, the project would have 97 youth in the K-12 age range. This number may be a high estimate given the relatively large number of studios (15) and one-bedroom (193) units which many would likely house single residents or couples with no children. Additionally, some parents or guardians would likely send their children to private schools. Regardless, the estimate of 97 K-12 aged students (or roughly 7.5 students per grade) has be used to assess the impact on the school district. This would result in: 45 students at the K-5 Bradoaks Elementary, 22 or 23 students at the grades 6-8 Santa Fe Middle School, and 30 students at the four-year Monrovia High School. Currently, all three schools have capacity for the new students anticipated under the project. Thus, the project would not create the need for additional school facilities; impact would be less than significant.

In accordance with California Government Code and the Monrovia Unified School District, the developer would have to pay standard school facility impact fees (currently $1.84 per residential square foot[31]) to offset any incremental impacts of the proposed project on existing school facilities. According to AB 2926, payment of developer fees constitutes adequate mitigation for any project-related impacts to school facilities.

d) **Less than Significant Impact with Mitigation Incorporated.** The proposed mixed-use project includes residential dwelling units that would result in population growth that would incrementally increase the need for local and regional recreation facilities. The City operates nine parks and recreational facilities (see Section 4.15 - Recreation for list of facilities) totaling about 113 acres. The City also owns and manages the Hillside Wilderness, totaling over 1,416 acres of conserved natural area. Additionally, parks managed by the county are in adjacent communities (see Section 4.15 - Recreation), and the over 650,000-acre Angeles National Forest provides outdoor recreation opportunities adjacent to Monrovia. These facilities provide a variety of recreational opportunities for existing residents and new residents as well as expansion and improvement possibilities over the long-term as the City continues to grow. For example, the City's

Park Master Plan, although generally not location specific, discusses future potential park acquisitions to provide parks in neighborhoods currently underserved. Seven areas in the City are identified ranging from 0.5-1.0 acres in size; the plan also identifies a potential new recreational facility as the Peck Lake Wetlands Project. In addition, the draft *Master Plan* discusses partnering with MUSD to improve school facilities to also meet local recreational needs.

The City of Monrovia Land Use and Circulation Element EIR identified a potential impact on park resources associated with build-out of the greater Station Square area and included a mitigation measure requiring projects with 200 or more residential units to dedicate three acres of parkland for every 1,000 residents. Given that no land is available for dedication on the project site, this could represent a potentially significant impact. Therefore, an in-lieu fee will be paid as mitigation as an alternative to the dedication of parkland. Impacts would be less than significant with incorporation of MM PS-1.

Mitigation Measure

MM PS-1: Parkland Dedication Fee: The applicant shall pay an in-lieu park impact fee to provide for parkland resources consistent with General Plan policy of three acres of parkland per 1,000 residents. This fee shall either be paid directly to the City or be incorporated into the overall Communities Facilities District (CFD) fee to be paid by the applicant, as established through negotiations with the City of Monrovia and to the satisfaction of the City.

e) **Less than Significant Impact.** The proposed project would result in population growth that would incrementally affect other public services such as libraries. Monrovia Public Library is located at 321 S. Myrtle Avenue. According to the City's Land Use and Circulation Element EIR, the anticipated growth of the City is expected to impact library services. The City has already identified the need for expanded library services and the project is consistent with the growth assumptions of the City. Any incremental impact would be addressed through payment of parcel taxes that are dedicated to pay for library services ($62 per year per residential unit), as approved in 2006. These tax dollars would appropriately support library services in the City for new residents associated with the proposed project. A less than significant impact would occur.

4.15 – Recreation

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

a) **Less Than Significant Impact with Mitigation Incorporated.** The proposed housing development includes residential units that would result in increased population growth that would incrementally increase the use of public recreation facilities. The project includes 26,671 square feet of outdoor amenities including pool, courtyards, and a greenhouse. The indoor common space includes a private pool courtyard with a spa, fitness room, lounge, bike "barn" with a bike work station, and a dog run. These areas total 16,780 square feet. The project also includes a paseo, pedestrian path, and Magnolia Avenue Park available to the general public. The paseo would extend along the northern portion of the site abutting the railroad right-of-way. Magnolia Avenue Park, a planned 2,130-square-foot park facing Magnolia Avenue and residential neighborhoods, would be Station Square South's first public park.

The City has nine public parks available for use by current and future residents, as follows:

- Monrovia Canyon Park (80 acres)
- Kiwanis (Grand Avenue) Park (3.5 acres)
- Julian Fisher Park (1.2 acres)
- Lucinda Garcia Park (1.7 acres)
- Recreation Park (18.9 acres)
- Monrovia Library Park (4.6 acres)
- Rotary Park (0.9 acres)
- Station Square Park (1.7 acres)
- Evergreen Plaza (0.8 acres)

The City also owns and manages the Hillside Wilderness, totaling over 1,416 acres of conserved natural area. Los Angeles County Parks also maintains recreational facilities including Arcadia Community Regional Park, the Arboretum and Botanical Garden in Arcadia, and Pamela County Park in Duarte. The City is adjacent to the Angeles National Forest, which provides outdoor recreation opportunities. The private open space and amenities provided by the proposed Project would reduce the need for use of off-site recreational facilities; however, it is anticipated that a minor increase in the use of off-site recreational facilities by residents of the project would occur. A short discussion of potential park improvements and expansion is provided in Section 4.14(d).

These facilities provide a variety of recreational opportunities for existing residents and new residents. Development in the Station Square area requires developers of projects greater than 200 residential units to dedicate 3.0 acres of parkland for every 1,000 residents. No parkland was available on-site for dedication, but consistent with MM PS-1, the applicant will establish a CFD to include funds for parkland acquisition and maintenance, as determined by the City. Therefore, impacts would be less than significant with the incorporation of mitigation MM PS-1 (see Section 4.14).

b) **No Impact.** The project includes recreational facilities to serve its residents. These facilities are addressed in this IS/MND. While the project would incrementally increase the use of local and regional recreational facilities, the increased use would not require the construction or expansion of any of those recreational facilities resulting in an adverse environmental impact.

4.16 – Transportation and Traffic

Would the project:

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

a) **Less than Significant Impact.** Construction of the proposed project could reduce the performance of the circulation system if the project-related increase in vehicle trips or any proposed improvements decrease the Level of Service (LOS) on existing streets. In addition, impacts could occur if project improvements reduce the performance of any mode of transportation including mass transit and non-motorized travel.

The project site is bounded by the Gold Line to the north, South Magnolia to the west, West Duarte Road to the south, and South Myrtle to the east. The project has been designed to minimize vehicle trips due to its proximity to the Metro Gold Line Station. LSA has prepared the following Traffic Impact Analysis (TIA) to identify the traffic impacts as a result of the development of 296 apartment dwelling units (DU) on four parcels: 225 W. Duarte Road, 205 W. Duarte Road, 1725 Peck Road, and 1726 S. Magnolia Avenue in the City. The existing sites include approximately 32,192 square feet of industrial use, 18,700 square feet of vacant warehouse use, and 13,260 square feet of fitness club use. The proposed project would replace the existing structures and construct 296 apartment DUs. Access to the project site would be provided via a full-access driveway on the north leg of Peck Road/Duarte Road.

The TIA is found in Appendix I. The TIA evaluated potential project-related traffic impacts at eight intersections in the vicinity of the project site. These intersections include:

- Mayflower Avenue/Duarte Road
- Magnolia Avenue/Duarte Road
- Peck Road-Project Driveway/Duarte Road
- Myrtle Avenue/Duarte Road
- California Avenue/Duarte Road
- Myrtle Avenue/Evergreen Road - I-210 EB Ramps
- Myrtle Avenue/Central Avenue - I-210 WB Ramps
- Myrtle Avenue/Huntington Drive

The Intersection Capacity Utilization (ICU) method was used to determine volume-to-capacity ratios and corresponding LOS for the study intersections for daily, A.M. peak hour, and P.M. peak hour time periods. Project impacts were determined based on analysis of the following scenarios:

1. Existing (Baseline) condition;
2. Existing (Baseline) plus project condition;
3. Cumulative Year (2019) condition; and
4. Cumulative Year (2019) plus project condition.

The ICU methodology was used to determine the peak-hour operations at signalized intersections within the study area. The ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The resulting ICU is expressed in terms of LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. Parameters set by the City for ICU calculations, including lane capacity, right-turn treatment, and clearance interval, are included in the analysis. According to the City's General Plan Circulation Element, LOS at an intersection is considered to be unsatisfactory when the ICU exceeds 0.90 (LOS D) within the City, except at locations where LOS E or F conditions currently exist. The relationship of ICU to LOS is demonstrated in Table 4.16.1.

Table 4.16.1
Level of Service and Intersection Capacity Utilization

Level of Service	Intersection Capacity Utilization
A	0.00-0.60
B	0.61-0.70
C	0.71-0.80
D	0.81-0.90
E	0.91-1.00
F	>1.00

Based on discussion with the City traffic engineer, a project impact would occur under the following circumstances: if the proposed project results in an increase of 0.04 or greater for intersections currently operating at LOS C;0.03 or greater for intersections currently operating at LOS D; 0.02 or greater for intersections operating at LOS E; or 0.01 or greater for intersections currently operating at LOS F. The incremental impact of the project development is measured from the existing conditions (baseline) scenario LOS. Project mitigation would be required to reduce impacts to less than significant levels, or baseline, if the baseline is greater than 0.90. In addition to the ICU methodology of calculating signalized intersection LOS, the Highway Capacity Manual (HCM 2010) methodology was used to determine queue lengths at the eastbound left-turn lane into the project site.

2017 Existing Conditions

Existing turning lane geometrics and peak level use are shown in Figures 4.16-1 and 4.16-2. As shown in Table 4.16.2, all study area intersections currently operate at satisfactory LOS apart from Myrtle Avenue/Central Avenue – I-210 WB Ramps, which operates at LOS E in the P.M. peak hour.

Table 4.16.2
Existing LOS at Study Intersections

		A.M. Peak Hour		P.M. Peak Hour	
Study Intersection		**ICU**	**LOS**	**ICU**	**LOS**
1	Mayflower Avenue/Duarte Road	0.763	C	0.697	B
2	Magnolia Avenue/Duarte Road	0.702	C	0.604	B
3	Peck Road-Project Driveway/Duarte Road	0.714	C	0.585	A
4	Myrtle Avenue/Duarte Road	0.708	C	0.789	C
5	California Avenue/Duarte Road	0.559	A	0.631	B
6	Myrtle Avenue/Evergreen Road - I-210 EB Ramps	0.716	C	0.871	D
7	Myrtle Avenue/Central Avenue - I-210 WB Ramps	0.817	D	0.918	E
8	Myrtle Avenue/Huntington Drive	0.782	C	0.768	C

Proposed Project Traffic

Trip generation calculations for the proposed project were based on the daily and peak-hour trip rates taken from the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition, 2012). Although the 10th Edition was available as of September 2017, the 10th Edition did not exist at the time the project analysis approach was scoped and the actual TIA was initiated. LSA used the current, most up-to-date data to analyze the project's impacts at the time the project analysis was initiated. The trip rates for multi-family residential have gone down between the 10th and 9th editions. Therefore, the estimated trip generation for the project would be less using the 10th Edition than using the 9th Edition. As the project analysis finds that the project's added traffic (using the 9th Edition trip rates) would have no significant impact on circulation in the area, use of

trip rates that would generate less traffic (using the 10th Edition trip rates) would further support that conclusion. Therefore, the revision of the analysis to reflect lower trip generation would have no material change on the findings or disclosure of environmental impacts.

The proposed project includes the conversion of the existing land uses into an apartment development. Based on discussion with the City traffic engineer, vehicle trip generation has been reduced by 25 percent for trip credits based on transit use. The trip credits based on transit use accounts for the project site's proximity to the Metro Gold Line Station, as well as three bus stations at Magnolia Avenue/Duarte Road and Myrtle Avenue/Duarte Road.

As Table 4.16.3 indicates, the existing land uses generate approximately 551 trips per day, including approximately 44 trips in the A.M. peak hour (33 inbound and 11 outbound) and approximately 66 trips in the P.M. peak hour (24 inbound and 42 outbound). The proposed project trips with transit credits would result in a net project trip generation of approximately 1,476 trips per day, including approximately 114 trips in the A.M. peak hour (23 inbound and 91 outbound) and approximately 139 trips in the P.M. peak hour (90 inbound and 49 outbound). The net project trip generation would add approximately 925 trips per day, including approximately 70 trips in the A.M. peak hour (10 inbound and 80 outbound) and approximately 73 trips in the P.M. peak hour (66 inbound and 7 outbound).

Figure 4.16-1 Lane Turning Geometrics at Study Intersections.

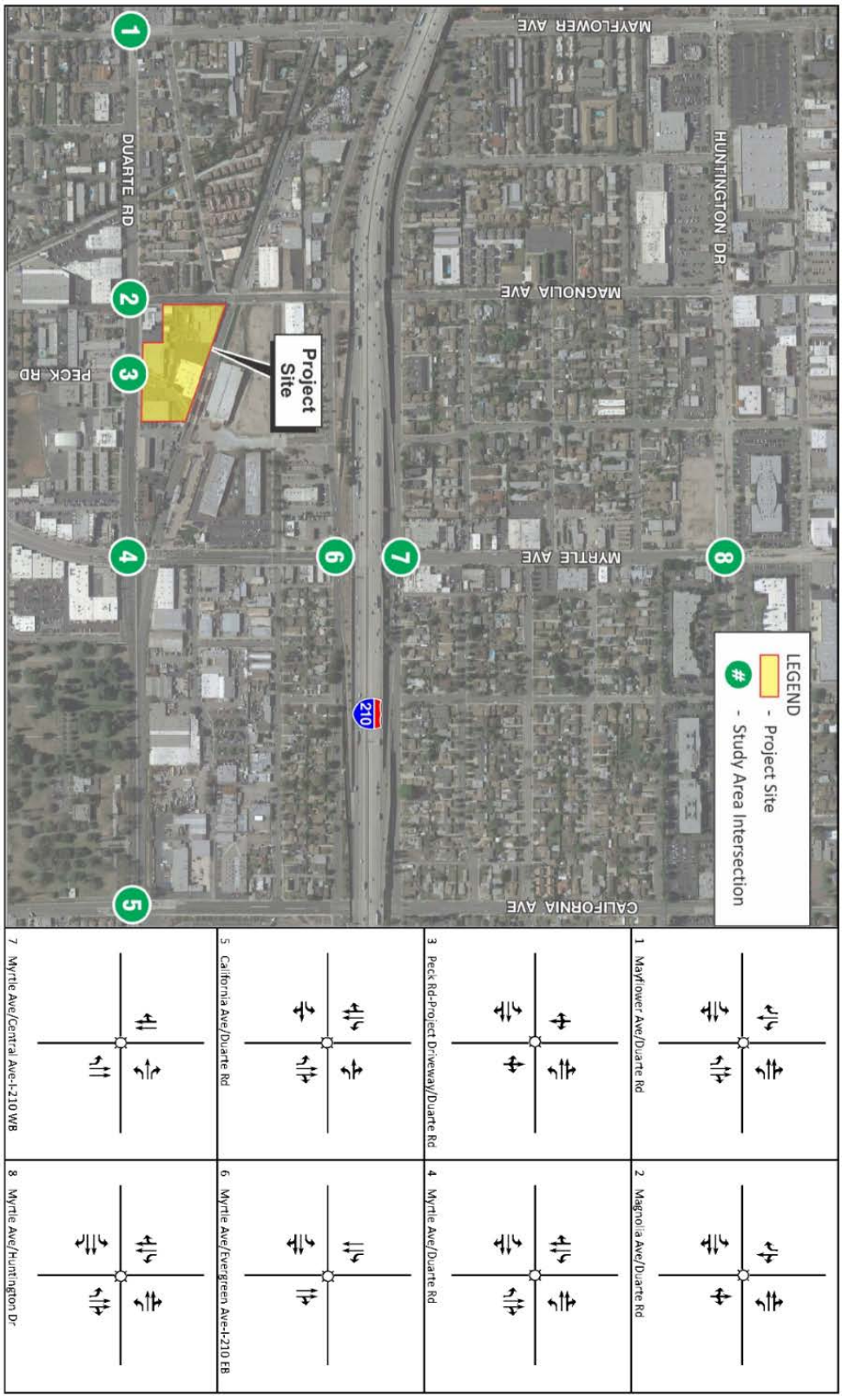
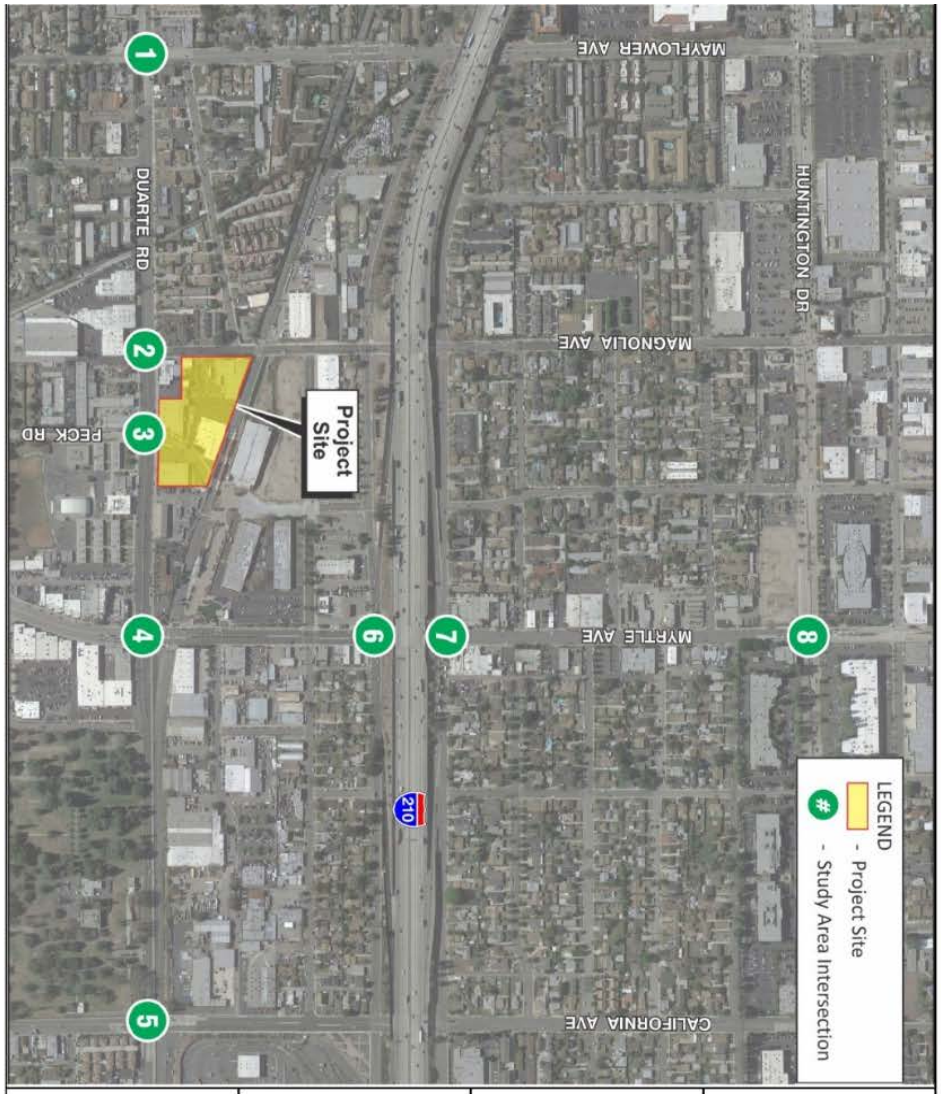


Figure 4.16-2 Existing Peak Hour Traffic Volumes



1 Mayflower Ave/Duarte Rd

	↲ 189 / 246	
↱ 209 / 212 ↴	↓ 172 / 317	↱ 176 / 120
459 / 764 ↓	↳ 92 / 149	↑ 631 / 505
29 / 47 ↰		↳ 25 / 37
		↱ 94 / 38 ↴
		444 / 229 →
		36 / 34 ↱

2 Magnolia Ave/Duarte Rd

	↲ 114 / 184	
↱ 174 / 247 ↴	↓ 5 / 1	↱ 210 / 135
430 / 704 ↓	↳ 192 / 190	↑ 708 / 518
3 / 0 ↰		↳ 6 / 2
		↱ 2 / 6 ↴
		2 / 4 →
		3 / 4 ↱

3 Peck Rd-Project Driveway/Duarte Rd

	↲ 11 / 9	
↱ 3 / 14 ↴	↓ 2 / 9	↱ 5 / 6
5 / 8 / 651 ↓	↳ 4 / 8	↑ 534 / 443
99 / 249 ↰		↳ 10 / 22
		↱ 4 / 3 ↴
		97 / 55 →
		↱ 379 / 202

4 Myrtle Ave/Duarte Rd

	↲ 153 / 161	
↱ 120 / 143 ↴	↓ 515 / 608	↱ 28 / 28
283 / 463 ↓	↳ 31 / 43	↑ 281 / 309
113 / 263 ↰		↳ 54 / 65
		↱ 126 / 92 ↴
		444 / 427 →
		47 / 45 ↱

5 California Ave/Duarte Rd

	↲ 60 / 40	
↱ 119 / 50 ↴	↓ 152 / 302	↱ 36 / 33
208 / 425 ↓	↳ 23 / 77	↑ 234 / 213
23 / 51 ↰		↳ 42 / 69
		↱ 72 / 39 ↴
		411 / 330 →
		60 / 124 ↱

6 Myrtle Ave/Evergreen Ave-I-210 EB

	↓ 439 / 683	
340 / 155 ↴	↳ 243 / 309	
438 / 603 ↓		
259 / 191 ↰		
		↱ 472 / 520 ↑
		144 / 185 ↱

7 Myrtle Ave/Central Ave-I-210 WB

	↲ 78 / 197	
	↓ 466 / 680	
		↱ 323 / 283
		↑ 559 / 499
		↳ 218 / 199
↱ 231 / 265 ↴		
590 / 387 →		

8 Myrtle Ave/Huntington Dr

	↲ 27 / 58	
	↓ 386 / 533	
	↳ 36 / 124	
		↱ 73 / 51
		↑ 182 / 685
		↳ 111 / 137
↱ 41 / 77 ↴		
395 / 925 →		
110 / 150 ↱		
↱ 194 / 139 ↴		
551 / 360 →		
106 / 137 ↱		

Table 4.16.3
Proposed Project Trip Generation Summary

Land Use	Size	Unit	ADT	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
Apartment		DU	6.65	0.10	0.41	0.51	0.40	0.22	0.62
General Light Industrial		TSF	6.97	0.81	0.11	0.92	0.12	0.85	0.97
Health/Fitness Club[2]		TSF	24.70	0.53	0.53	1.06	1.51	1.14	2.65
Project Trip Generation									
Apartment	296	DU	1,968	30	121	151	119	65	184
Trip Credits for transit (25%)			492	7	30	37	29	16	45
		Subtotal	1,476	23	91	114	90	49	139
Existing Trip Generation									
General Light Industrial	32.192	TSF	224	26	4	30	4	27	31
Health/Fitness Club	13.260	TSF	327	7	7	14	20	15	35
Subtotal			551	33	11	44	24	42	66
Trip Generation Comparison			925	(10)	80	70	66	7	73

Notes:
[1] Trip rates referenced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (2012).
[2] Based on local observations from City Staff, the trip generation rate has been adjusted by 25 percent.
Land Use Code (220) - Apartment
Land Use Code (110) - General Light Industrial
Land Use Code (492) - Health/Fitness Club
ADT = average daily traffic
DU = dwelling unit
TSF = thousand square feet

Existing Plus Project Traffic Volumes and LOS

To demonstrate the effect that the project would have on the study area intersections in the existing condition, an existing plus project LOS analysis was prepared. The City's traffic engineer did not require an analysis of roadway segments. This analysis assumes that the existing land uses are demolished and a proposed project of 296 apartment DUs is added to the existing condition. Additionally, rerouted Gold Line traffic, as illustrated on Figure 4.16-3, were added to the existing condition. Figure 4.16-4 displays the existing plus project peak-hour volumes for the study area intersections. Table 4.16.4 summarizes existing (baseline) and plus project intersection LOS and indicates all study area intersections currently operate at satisfactory LOS, with the exception of Myrtle Avenue/Central Avenue – I-210 westbound ramps during the P.M. peak hour. With addition of the project in the existing setting, all study area intersections would continue to operate at satisfactory LOS, with the exception of the previously stated intersection. The increase in ICU does not exceed the threshold of significance at any of the intersections; therefore, the project can be implemented in an existing setting with no significant peak-hour intersection impacts.

Table 4.16.4
Existing Baseline and Existing Plus Project LOS Summary

Intersection		Baseline				Plus Project				Peak-Hour Change in ICU		Significant Impact?
		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour				
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM	
1	Mayflower Avenue/ Duarte Road	0.763	C	0.697	B	0.765	C	0.697	B	0.002	0.000	No
2	Magnolia Avenue/ Duarte Road	0.702	C	0.604	B	0.709	C	0.601	B	0.007	(0.003)	No
3	Peck Road-Project Driveway/Duarte Road	0.714	C	0.585	A	0.738	C	0.616	B	0.024	0.031	No
4	Myrtle Avenue/ Duarte Road	0.708	C	0.789	C	0.735	C	0.823	D	0.027	0.034	No
5	California Avenue/ Duarte Road	0.559	A	0.631	B	0.560	A	0.631	B	0.001	0.000	No
6	Myrtle Avenue/ Evergreen Road - I-210 EB Ramps	0.716	C	0.871	D	0.730	C	0.881	D	0.014	0.010	No
7	Myrtle Avenue/ Central Avenue - I-210WB Ramps	0.817	D	0.918	E	0.832	D	0.923	E	0.015	0.005	No
8	Myrtle Avenue/ Huntington Drive	0.782	C	0.768	C	0.786	C	0.772	C	0.004	0.004	No

Cumulative (2019) Conditions

The traffic analysis assumed the project would be completed in 2019 and used this year to complete the cumulative impact analysis. To present a cumulative (2019) traffic condition, a regional ambient growth rate was determined and traffic volumes for the cumulative projects in the vicinity were developed, which were added to the existing traffic counts. To reflect regional growth in the study area, a growth rate of 0.05 percent per year (total of 1.0 percent) was added to the existing traffic volumes. A list of cumulative projects was provided by the City of Monrovia Planning Division. Significant projects located near the proposed project were analyzed as cumulative projects and are illustrated on Figure 4.16-5. The cumulative projects and their respective trip generations are shown in Table 4.16.5.

Table 4.16.5
Cumulative Project Trip Generation Summary

Land Use	Size	Unit	ADT	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
Apartment		DU	6.65	0.10	0.41	0.51	0.40	0.22	0.62
High-Turnover Restaurant		TSF	127.15	5.95	4.86	10.81	5.91	3.94	9.85
Coffee/Donut Shop without Drive-Through Window[2]		TSF	818.58	52.72	50.66	103.38	22.88	22.87	45.75
Shopping Center		TSF	42.70	0.60	0.36	0.96	1.78	1.93	3.71
Cumulative Trip Generation									
Residential Apartment Development	261	DU	1,736	26	107	133	104	57	162
The Lumber Yard – An Artisan Food Village									
High-Turnover Restaurant	12.617	TSF	1,604	75	61	136	75	50	124
Coffee/Donut Shop without Drive-Through Window	2.165	TSF	1,772	114	110	224	50	50	99
Shopping Center	2.675	TSF	114	2	1	3	5	5	10
The Lumber Yard – An Artisan Food Village Subtotal			3,490	191	172	363	130	105	233
Trip Credits (25%)[3]			*1,307*	*54*	*70*	*124*	*59*	*41*	*99*
Trip Generation			3,919	163	209	372	175	121	296

[1] Trip rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 9th Edition (2012).
[2] ADT for Coffee/Donut Shop without Drive-Through Window is not available. The ADT was taken from the related land use 937 - Coffee/Donut Shop with Drive-Through Window.
[3] Trip credits are taken for transit use.

Land Use Code (220) - Apartment
Land Use Code (932) - High-Turnover (Sit-Down) Restaurant
Land Use Code (936) - Coffee/Donut Shop without Drive-Through Window
Land Use Code (820) - Shopping Center
ADT = average daily traffic
DU = dwelling unit
TSF = thousand square feet

Figure 4.16-3 Project Trip Assignments

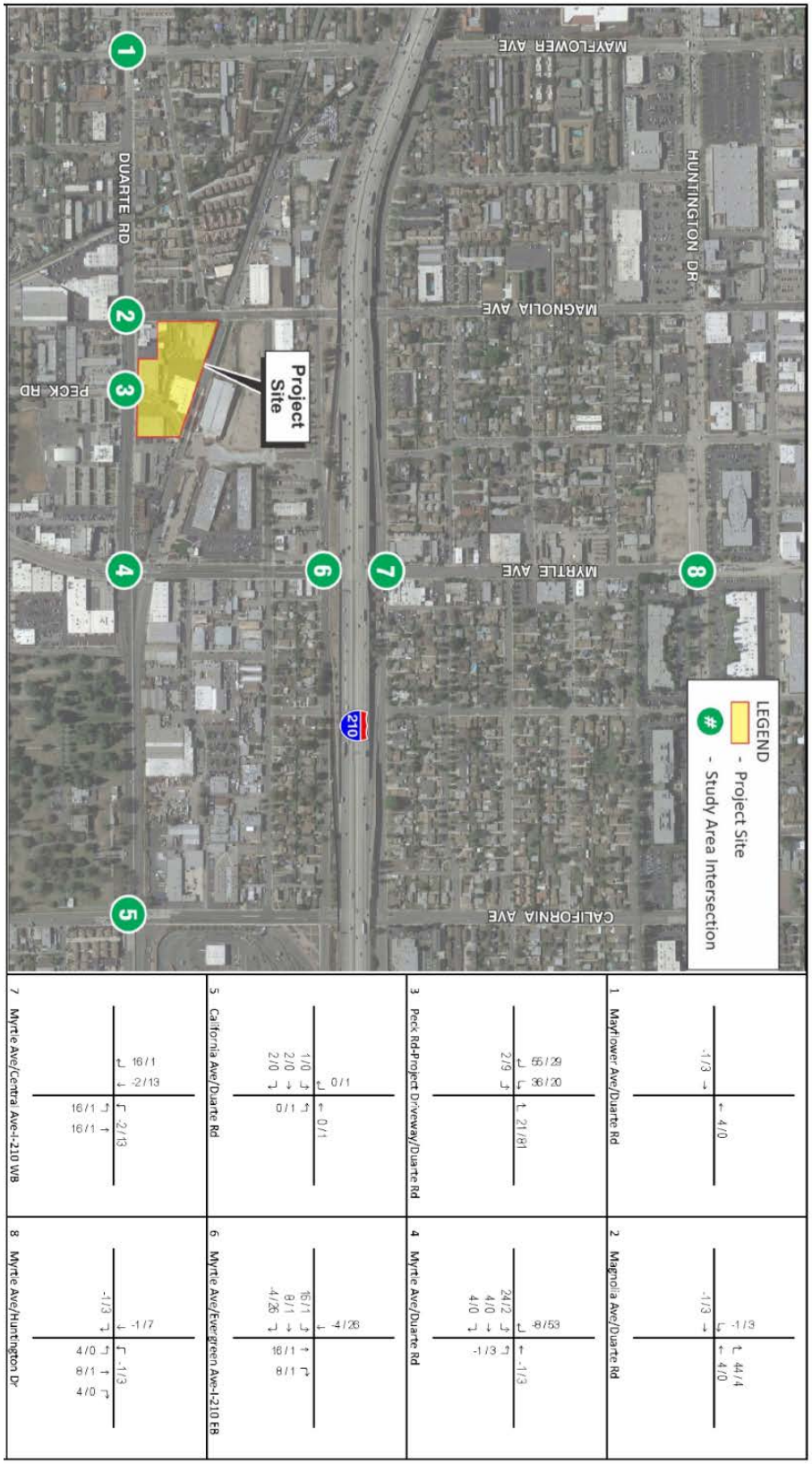
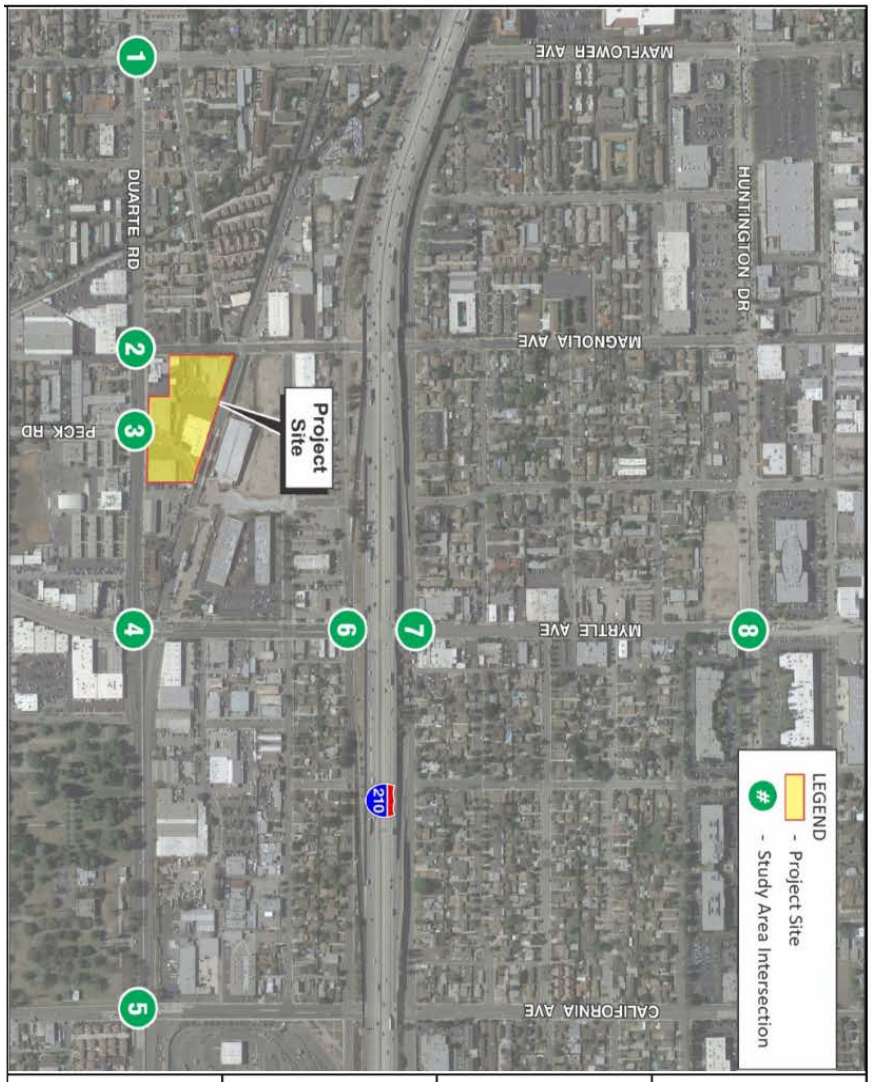


Figure 4.16-4 Existing (Baseline) Plus Project Peak Hour Traffic Volumes



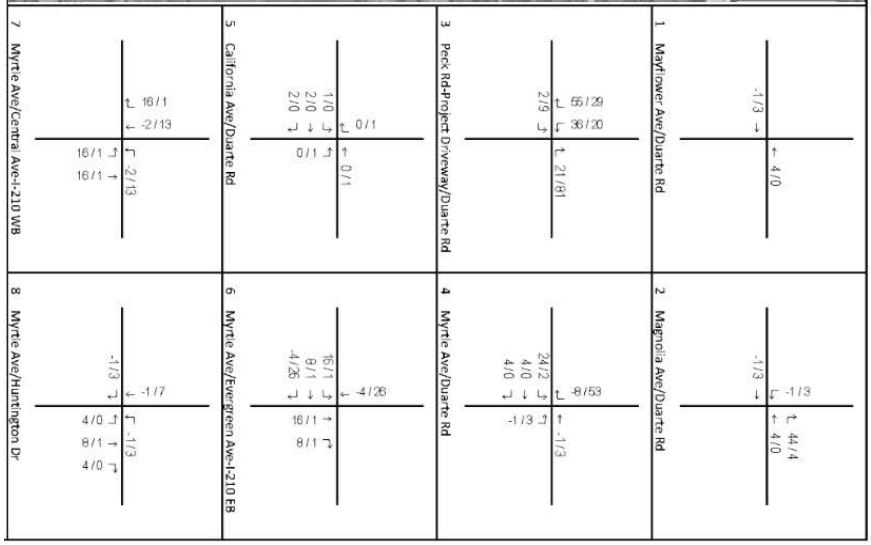
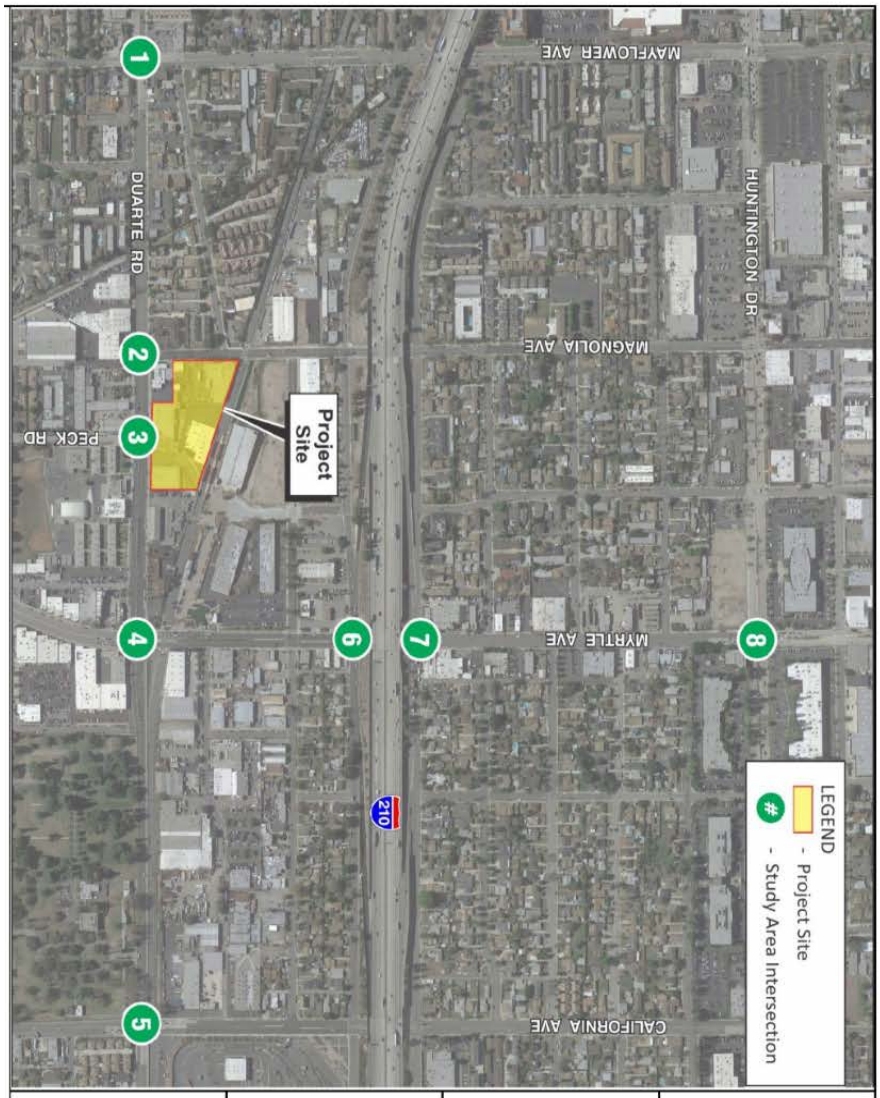


Figure 4.16-5 Cumulative Project Locations



The cumulative project trip distribution was determined based on each project's land use. The residential development utilized the same regional trip distribution as the proposed project, due to its close proximity and similar land use type. The Artisan Food Village (The Lumber Yard) regional trip distribution was distributed 15 percent to the north, 10 percent to the south, 45 percent to the west, and 30 percent to the east, favoring local routes. A 25 percent trip credit was taken for transit use. The resulting trip assignment at the study intersections for the cumulative projects is provided on Figure 4.16-6.

Cumulative (2019) Plus Project Conditions

The cumulative future condition results from adding ambient growth and cumulative project traffic and related project traffic to existing traffic volumes. The resulting cumulative (2019) peak-hour traffic volumes are shown on Figure 4.16-7. The cumulative plus project peak-hour traffic volumes are shown on Figure 4.16-8. An analysis of future LOS was prepared for the study area intersections. This analysis assumes existing intersection geometrics, with the proposed two-lane full-access driveway at Peck Road-Project Driveway/Duarte Road. The results are shown in Table E of the TIA (Appendix I), and the ICU worksheets are provided in the TIA (Appendix I). As Table 4.16.6 indicates, all study area intersections would operate at satisfactory LOS, with the exception of Myrtle Avenue/Evergreen Avenue – I-210 eastbound ramps during the P.M. peak hour and Myrtle Avenue/Central Avenue – I-210 westbound ramps during the A.M. and P.M. peak hours. However, the increase in ICU would not exceed the threshold of significance for any of the intersections. Therefore, the project can be implemented in a cumulative year setting with no significant peak hour impacts to intersection LOS.

Table 4.16.6
LOS for Cumulative Plus Project (2019) Conditions

Intersection		Baseline				Plus Project				Peak-Hour Change in ICU		Significant Impact?
		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour				
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM	
1	Mayflower Avenue / Duarte Road	0.776	C	0.706	C	0.777	C	0.706	C	0.001	0.000	No
2	Magnolia Avenue / Duarte Road	0.720	C	0.614	B	0.727	C	0.611	B	0.007	(0.003)	No
3	Peck Road-Project Driveway / Duarte Road	0.720	C	0.590	A	0.750	C	0.621	B	0.030	0.031	No
4	Myrtle Avenue / Duarte Road	0.723	C	0.798	C	0.750	C	0.831	D	0.027	0.033	No
5	California Avenue / Duarte Road	0.566	A	0.640	B	0.567	A	0.640	B	0.001	0.000	No
6	Myrtle Avenue / Evergreen Road - I-210 EB Ramps	0.782	C	0.921	E	0.801	D	0.931	E	0.019	0.010	No

Table 4.16.6
LOS for Cumulative Plus Project (2019) Conditions

	Intersection	Baseline				Plus Project				Peak-Hour Change in ICU		Significant Impact?
		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour				
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM	
7	Myrtle Avenue / Central Avenue - I-210 WB Ramps	0.884	D	0.967	E	0.900	D	0.972	E	0.016	0.005	No
8	Myrtle Avenue / Huntington Drive	0.803	D	0.799	C	0.805	D	0.803	D	0.002	0.004	No

Figure 4.16-6 Trip Distribution for Cumulative Projects

Figure 4.16-7 Cumulative (2019) Project Locations

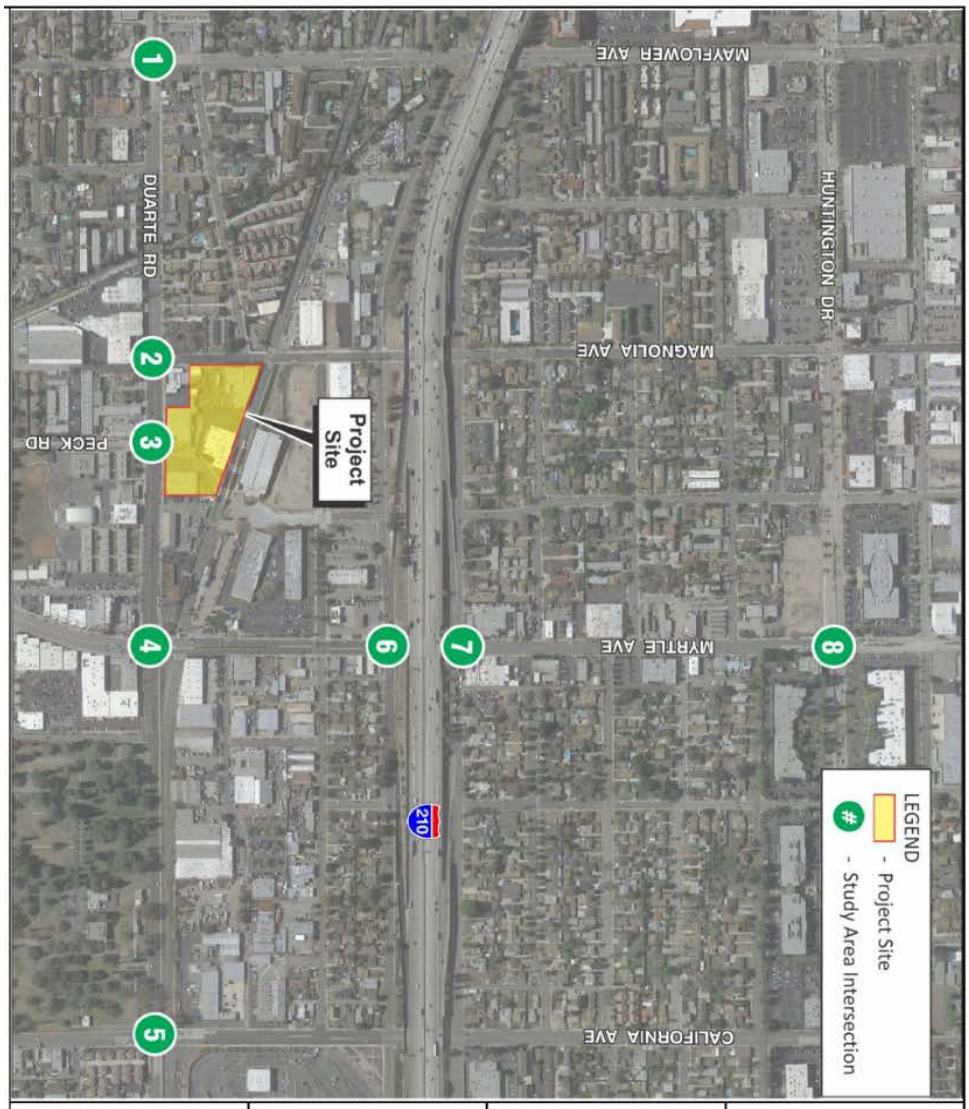


Figure 4.16-8 Cumulative Plus Project Traffic Volumes

1 Mayflower Ave/Duarte Rd	2 Magnolia Ave/Duarte Rd
191 / 248 174 / 320 93 / 160 211 / 214 479 / 786 29 / 47 95 / 98 449 / 231 36 / 34 178 / 121 654 / 620 25 / 37	127 / 192 5 / 1 194 / 192 188 / 255 434 / 711 3 / 0 2 / 6 2 / 4 3 / 4 220 / 140 715 / 623 6 / 2
3 Peck Rd-Project Driveway/Duarte Rd	**4 Myrtle Ave/Duarte Rd**
11 / 9 2 / 9 4 / 8 3 / 14 523 / 659 99 / 251 383 / 204 4 / 3 99 / 56 5 / 6 547 / 451 10 / 22	155 / 169 532 / 620 48 / 53 121 / 144 296 / 463 114 / 266 129 / 93 460 / 437 47 / 45 46 / 40 284 / 311 55 / 66
5 California Ave/Duarte Rd	**6 Myrtle Ave/Evergreen Ave-I-210 EB**
82 / 42 154 / 305 23 / 78 122 / 152 215 / 432 29 / 55 76 / 43 415 / 333 61 / 125 36 / 33 239 / 219 42 / 60	508 / 659 245 / 311 391 / 383 459 / 620 301 / 251 554 / 572 164 / 199
7 Myrtle Ave/Central Ave-I-210 WB	**8 Myrtle Ave/Huntington Dr**
79 / 199 632 / 742 291 / 321 664 / 431 326 / 286 554 / 504 245 / 232	27 / 59 312 / 561 36 / 125 41 / 78 369 / 934 133 / 171 219 / 154 584 / 360 124 / 148 74 / 52 194 / 692 127 / 152

Therefore, the project would have less than significant impacts to the circulation system as the project-related increase in vehicle trips does not decrease the LOS at the eight study intersections. In addition, project improvements would not reduce the performance of any mode of transportation including mass transit and non-motorized travel.

b) **Less than Significant Impact.** The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system. As outlined in the 2010 CMP for Los Angeles County, a review has been prepared in order to determine if a formal TIA would be required to determine the potential impacts on designated monitoring locations on the CMP highway system. The review has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program*, County of Los Angeles Metropolitan Transportation Authority, October 2010.

Intersections. There are no CMP intersection monitoring locations within the City of Monrovia. The nearest CMP intersection monitoring location is the Rosemead Boulevard/Huntington Drive intersection, located approximately four miles east of the project site in an unincorporated area of Los Angeles County. The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project would add 50 or more trips during either the weekday AM or PM peak hours. Based on trip distribution used to prepare this TIA, the proposed project would not add 50 or more trips during the AM or PM peak hours at any CMP monitoring intersections. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project would add 150 or more trips (in either direction) during either the weekday A.M. or P.M. peak hours. The proposed project would not add 150 or more trips (in either direction) during either the weekday A.M. or P.M. peak hours to the CMP freeway monitoring location. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

Transit. As required by the *2010 Congestion Management Program*, a review has been made of the CMP transit service. As previously discussed, existing transit service is provided in the vicinity of the proposed project. The project trip generation was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for four new transit trips during the weekday A.M. peak hour. During the weekday P.M. peak hour, the proposed project is anticipated to generate demand for four new transit trips. Over a 24-hour period, the proposed project is forecast to generate demand for 45 daily transit trips. The calculations are as follows:

- A.M. Peak Hour = 70 × 1.4 × 0.035 = 3 Transit Trips
- P.M. Peak Hour = 73 × 1.4 × 0.035 = 4 Transit Trips
- Daily Trips = 925 × 1.4 × 0.035 = 45 Transit Trips

Foothill Transit bus routes are provided in close proximity to the project site at the intersections of Magnolia Avenue and Duarte Road, and Myrtle Avenue and Duarte Road. This transit line provides service for an average (i.e., an average of the directional number of buses during the peak hours) of approximately four buses (Lines 264, 267, 270, and 494) serving the project area during the A.M. peak hour and approximately four buses serving the project area during the P.M. peak hour. Therefore, based on the above calculated A.M. and P.M. peak hour transit trips, this would correspond to an average of less than one new transit rider per bus due to the proposed project and one new transit rider per bus respectively. It is anticipated that the existing transit service in

the project area would adequately accommodate the project generated transit trips. Thus, given the low number of generated transit trips per bus, no impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

The project would not, therefore, conflict with an applicable congestion management program or level of service standard established by the congestion management agency. Impacts would be less than significant.

c) **No Impact.** There are no public airports or private airstrips within two miles of the project site. The nearest major commercial airport is the Ontario International Airport located approximately 22 miles to the east. The San Gabriel Valley Airport (formerly El Monte Airport) is a single runway general aviation airport located about 3.5 miles to the southwest of the project. A significant impact would occur if the proposed project caused a change in air traffic patterns that would result in a substantial safety risk. The project site is not located within an airport land use plan and does not include any structures that would change air traffic patterns or uses that would generate air traffic. Therefore, no impacts related to a change in air traffic patterns would occur.

d) **Less Than Significant Impact.** A significant impact would occur if the proposed project substantially increased an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. Access to the project site is proposed via a single driveway (W. Peck Road is planned to be converted to a driveway). The driveway would be widened and would include two outbound lanes. The design of the proposed project would comply with all applicable City regulations, including line-of-sight triangles and distances. This project would result in a less than significant impact regarding traffic safety hazards.

School Operational Analysis. The Santa Fe Middle School is across Duarte Road to the south of the project site. LSA observed traffic conditions for morning drop-off (7:00 A.M. to 8:00 A.M.) and afternoon pick-up (2:30 P.M. to 3:30 P.M.) to identify behaviors and movements of pedestrians and vehicles adjacent to the project site attributable to the school. Santa Fe Middle School starts its classes at 7:55 A.M. and ends at 2:48 P.M.

Duarte Road between the project site and the school is a four-lane roadway (two lanes each direction) with parking on both sides of the street. Duarte Road has a fenced median between Peck Road and Myrtle Avenue to prevent jay-walking in the middle of the street. A school crossing guard is situated at the southeast corner of Peck Road/Duarte Road to assist students crossing the street. During the morning drop-off period, the majority of parents drop off students along the eastbound loading zones of Duarte Road or along the northbound direction of Peck Road. Parents come constantly between 7:00 A.M. to 8:00 A.M. No students were dropped off along the westbound travel lanes on Duarte Road.

There were three observed time periods when school traffic (eastbound) queued back onto the intersection of Peck Road/Duarte Road and blocked off the northbound lane along Peck Road, starting at 7:45 A.M. However, the queues were all resolved within approximately 30 seconds or less of delay. School drop-off vehicles do not affect the eastbound traffic along Duarte Road, due to the availability of two through-lanes. During the school drop-off period, vehicles are traveling at low speeds and safely merge into the through lanes or into the loading zone. During the afternoon pick-up period, most parents pick up students along the eastbound loading zones of Duarte Road or along the northbound direction of Peck Road. Parents wait in the loading area for their children and then leave right away. No students were picked up along the westbound travel lanes on Duarte Road.

There were two observed time periods when school traffic (eastbound-through) queued back onto the intersection of Peck Road/Duarte Road and blocked off the northbound lane along Peck Road, starting at 3:00 P.M. However, the queues were all resolved within approximately 30 seconds or

less of delay. School pick-up vehicles do not affect the eastbound traffic along Duarte Road for the same reasons as stated in the morning drop-off period. Based on LSA's observations of Santa Fe Middle School's traffic operations, school traffic and proposed project traffic are not anticipated to negatively affect one another.

The only point of interaction for the two traffic operations would be at the intersection of Peck Road-Project Driveway/Duarte Road, as there is a fenced median between the two sites across Duarte Road. The intersection of Peck Road-Project Driveway/Duarte Road is signalized with right-of-way for all movements with striped crosswalks at each leg. The P.M. peak-hour for the project would not be affected by school operations, as it is not within the same time period. Impacts to school and project operations would be less than significant. The Transportation Engineer states that the intersection of Peck Road and Duarte Road has been signalized since the latter half of 2015 and a sight distance analysis is not warranted for this signalized intersection.

e) **Less Than Significant Impact.** A significant impact would occur if the design of the proposed project would not satisfy emergency access requirements of the City of Monrovia Fire Department or in any other way threaten the ability of emergency vehicles to access and serve the project site or adjacent uses. The proposed project would not result in inadequate emergency access. As discussed above, access to the project site is proposed via Peck Road. All access features are subject to and must satisfy the City of Monrovia design requirements, including the Fire Department's requirements. This project would result in less than significant impacts regarding emergency access.

f) **No Impact.** The proposed project would not result in changes to lane configuration of surrounding roads and, therefore, would not conflict with public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Transit facilities are accessible to and from the project site. LA Metro bus stops are provided at the northeast and southwest corners of Magnolia Avenue/Duarte Road (Routes 264 and 267), and the southeast corner of Myrtle Avenue/Duarte Road (Routes 264, 267, 270, and 494). The LA Metro bus routes provide transportation to the Cities of Altadena, El Monte, Duarte, San Dimas, and Glendora. Foothill Transit bus stops are located on Myrtle Avenue east of the site.

The Metro Gold Line station, the northern boundary of the project site, would have a newly constructed entry point via Peck Road. The project site also would be accessible from a paseo originating at Magnolia Avenue. There would no impacts regarding with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or to the safety of these facilities.

4.17 – Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☑	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☑	☐	☐

a, b) **Less than Significant Impact with Mitigation Incorporated.** Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. The Gabrieleño Band of Mission Indians – Kizh Nation was contacted and responded, with a letter dated August 2, 2017, and requested a consultation with the City related to the project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to TCR. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code (PRC), relating to Native Americans.

The results of the records research compiled from the CHRIS-SCCIC and the Scared Lands File Search (commissioned through the NAHC) failed to indicate known TCR within the Specific Plan

boundaries or within a one-half mile radius of the Specific Plan area as specified in Public Resources Code (PRC): 210741, 5020.1(k), or 5024.[32, 33]

Despite the heavy disturbances of the Specific Plan area that may have displaced or submerged archaeological resources relating to TCRs on the surface, it is possible that intact tribal cultural resources exist at depth. Due to this uncertainty, Mitigation Measures CULT-1 through CULT-4 in addition to MM TRIB-1 below address any previously undiscovered archaeological resources relating to TCRs encountered during project implementation. Incorporation of mitigation will ensure that potential impacts related to buried TCRs are less than significant through requirements for evaluation, salvage, curation, and reporting.

MM TRIB-1. Tribal Cultural Resources. Prior to the start of any demolition or project grading, whichever occurs first, the developer shall implement the following:

- The developer shall retain a Native American Monitor of Gabrieleño Ancestry to conduct a Native American Indian Sensitivity Training for construction personnel prior to commencement of any excavation activities. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of Gabrieleño Ancestry, and the general steps the Monitor would follow in conducting a salvage investigation.

- The developer shall retain a Native American Monitor of Gabrieleño Ancestry to be on-site during all project-related, ground-disturbing construction activities (e.g., pavement removal, auguring, boring, grading, excavation, potholing, trenching, grubbing, and weed abatement) of previously undisturbed native soils to a maximum depth of 15 feet below ground surface.

- A Qualified Archaeologist and a Native American Monitor of Gabrieleño Ancestry shall evaluate all archaeological resources unearthed by construction activities. If the resources are Native American in origin, the Tribe shall coordinate with the developer regarding treatment and curation of these resources. Typically, the Tribe shall request reburial or preservation for educational purposes. If archaeological features are discovered, the archaeologist shall report such findings to the Monrovia Planning Division Manager. If the archaeological resources are found to be significant, the archaeologist shall determine the appropriate actions, in cooperation with the City, that shall be taken for exploration and/or salvage in compliance with CEQA Guidelines Section 15064.5(f).

- Prior to the start of ground disturbing activities, the developer shall arrange a designated site location within the footprint of the project for the respectful reburial of Tribal human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the Los Angeles County Coroner. All construction activity shall be diverted while the Los Angeles County Coroner determines if the remains are Native American. The discovery shall be confidential and secure to prevent further disturbance. If Native American, the Los Angeles County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law, who shall then appoint a Most Likely Descendent. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a guard shall be posted outside working hours. The Tribe shall make

every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials shall be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations shall either be removed in bulk or by means necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The developer shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC.

- No scientific study or the utilization of any invasive diagnostics shall be allowed to any Native American human remains.

- If the Los Angeles County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the Los Angeles County Coroner. Reburial shall be in an appropriate setting. If the Los Angeles County Coroner determines the remains to be modern, the Los Angeles County Coroner shall take custody of the remains.

- Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on-site if possible. These items shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site, but at a location agreed upon between the Tribe and the developer and protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

4.18 – Utilities and Service Systems

Would the project:

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

a, e) **Less Than Significant Impact.** Wastewater discharges from the project would be treated by the Sanitation Districts of Los Angeles County at the San Jose Creek Reclamation Plant (near Whittier) and the Whittier Narrows Reclamation Plant (in El Monte). Both plants are part of the district's extensive Joint Outflow System; the system has a combined capacity of nearly 600 million gallons per day (MGD).[34] The San Jose Creek Water Reclamation Plant is designed for primary, secondary, and tertiary treatment for up to 100 MGD of wastewater and serves a population of approximately one million people; the plant treated 77 MGD in 2010.[35] The Whittier Narrows Reclamation Plant is designed for treatment of up to 15 million MGD of wastewater and serves a population of approximately 150,000 people; the plant treated 7 MGD in 2010.[36]

Wastewater discharge requirements (WDR) are issued by the Los Angeles Regional Water Quality Control Board (RWQCB) with the latest WDRs effective as of April 17, 2015 for the San Jose Creek Water Reclamation Plant (R4-2015-0070) and November 6, 2014 for the Whittier Narrows Reclamation Plant (R4-2014-0213-A01). The WDRs establish standard Clean Water Act (CWA) effluent limitations and individual limitations on biochemical oxygen demand, total suspended solids, oil and grease, settleable solids, and turbidity. The proposed project would result in wastewater discharges consisting of black water from restrooms and gray water from residential kitchens and showers. These are common wastewater discharges and would not require special processing at the treatment plants.

Monrovia's *2015 Urban Water Management Plan* cites an estimated 80 gallons per day per person wastewater generation rate (this is for the LACSD service area). The project is anticipated to generate an estimated 589 residents resulting in about 47,000 gallons per day of wastewater. In fact, this estimate is high as this does not account for the decrease in wastewater generation attributable to the existing uses being replaced. This would not cause the treatment plants to exceed the treatment capacity of 100 MGD and 15 MGD for the plants as specified in the WDRs, considering this is less than one percent of either facilities design flow. This is consistent with the City of Monrovia Land Use and Circulation Element EIR, which assumes the transition of the area (Station Square Transit Village) from light industrial and manufacturing to multi-family residential among other uses. The Plan assumes an increase in wastewater generation accounting for 0.3% of the Reclamation plants capacity. Impacts would be less than significant.

b) **Less than Significant Impact.** The City provides local sewage collection service via in-street lines that connect to regional trunk lines. Available sewer lines are a 10-inch public sewer main in Magnolia Avenue and an eight-inch line in Pomona Avenue. As described in 4.17(a) above, sufficient capacity exists within the wastewater conveyance system to accommodate the proposed 296 residential units.

The City delivers potable water through an over 80-mile piping system using 4 to 30-inch diameter pipes. The applicant is not required to upgrade any water mains to serve the project, but routine lateral connections would be required. As discussed in Sections 4.17(a) and (d), the project would not require the construction of new water or wastewater treatment facilities as capacity currently exists to provide these services. Prior to issuance of building permits, the developer would provide the City with a detailed study that identifies any minor modifications required to the existing conveyance system to accommodate project needs. The impact would be less than significant.

c) **Less than Significant Impact.** The project site is currently developed with light industrial and commercial structures along with paved surfaces and impervious surfaces. According to the Specific Plan, the project would comply with the City's Storm Water Management regulations (Chapter 12.36 of the Municipal Code) and implement Low Impact Development (LID) standards. The site plan would incorporate drains on the roof of the buildings to collect and direct water toward landscaped areas and onsite infiltration basins. The development plan would include a Maxwell Plus Drainage or similar system consisting of collection basins in the courtyards and landscaped areas to collect

and filter on-site storm water and irrigation run-off. The system shall allow collected runoff to percolate into the groundwater basin and as acceptable to the City, to be conveyed -site to a storm drain facilities and/or percolation systems on adjacent City-owned properties. No new storm drain facilities are required to be constructed to serve the project. The impact would be less than significant.

d) **Less than Significant Impact.** Monrovia's primary source of potable water is groundwater. The City is a member of the Upper San Gabriel Valley Municipal Water District (USGVMWD) and the Metropolitan Water District of Southern California (MWD). The MWD, as a member of the USGVMWD, can offer imported water supplies to the City of Monrovia. The MWD is the retail supplier of water in the City. The USGVMWD, a wholesaler that serves about 860,000 residents, manages the groundwater supply in the region. The City also maintains a stand-by connection with the Metropolitan Water District of Southern California, which obtains imported water from both the Colorado River and State Water Project; this connection enables the City to obtain up to an additional 14 million gallons per day.

According to the City's *2015 Urban Water Management Plan* (2016), [37] the City used about 6,200 acre-feet in 2015. The City projects an increase in consumption to about 7,000 acre-feet in 2035. Consumption is expected to increase incrementally over this time period. The 2015 Plan states a goal of limited per-capita consumption to 181 gallons per capita per day (GPCD); currently, the City consumes 153 GCPD. The project would accommodate 589 residents. As such, it is expected that the project would use about 90,100 gallons of water per day, or about 101-acre feet annually. This is very likely a worst-case scenario as the multi-family nature of the development (and the relatively limited number of irrigated areas) suggest the amount water consumed would be less than the City's GCPD. Given existing and future projected groundwater supplies along with the City's ability to access imported water, the City has adequate water supplies to serve the project, and no new entitlements will be needed. Impacts would be less than significant.

f) **Less than Significant Impact with Mitigation Incorporated.** According to CalRecycle's Disposal Reporting System (DRS), the City of Monrovia generated about 28,500 tons of disposed solid waste in 2016; this results in an average 4.2 pounds per person per day or 1,535 pounds per person per year. According to the DRS, waste generated in Monrovia was sent to numerous landfills in the region. The Mid Valley landfill received the most of any facility (13,177 tons), followed by the San Timoteo Sanitary Landfill (5,294), the Olinda Alpha Sanitary Landfill (2,958 tons), the Sunshine Canyon City/County Landfill (2,310 tons), the El Sobrante Landfill (1,942 tons), and the Frank R. Bowerman Sanitary Landfill (1,075 tons). The following landfills received relatively small amounts of solid waste: (1) the Azusa Land Reclamation County Landfill (689 tons), and (2) the Chiquita Canyon Sanitary Landfill (363 tons). The Antelope Valley Public Landfill and the Lancaster Landfill and Recycling Center each received less than 75 tons from Monrovia in 2016.

Monrovia operates a Construction & Demolition Recycling program to assist with the recycling of construction and demolition materials. The diversion requirements for all projects shall be 50% of the materials generated by the entire C&D project.

Given the regional nature of Monrovia's distribution of solid waste, a county-wide estimate of landfill capacity is used rather than the individual landfills. CalRecycle projected landfill capacity county-wide in 2011.[38] Under a medium growth scenario, it projects 32 million tons of remaining capacity in 2025. The project includes demolition of existing buildings and construction which would result in the generation of waste and potentially result in significant impacts related to waste generation.

The project is anticipated to have 589 residents. Assuming the per capita 1,535 pounds per person per year rate (CalRecycle), this results in about 904,100 pounds (452 tons) of solid waste generated annually. It is likely that the actual waste generation rate would be lower as additional solid waste strategies and policies are implemented over the term of the project. Overall, the amount waste

produced is nominal in relation to landfill capacity. The proposed project would not result in a significant increase in solid waste generation with the inclusion of MM UTIL-1.

MM UTIL-1. Comply with City's construction and demolition (C&D) disposal and recycling requirements. The City requires projects with demolition and/or construction projects of 1,000 square feet or greater to acquire a C&D permit. The permit requires a diversion rate of 50% or greater of construction and demolition debris.

g) **No Impact.** The primary state legislation regarding solid waste is AB939, the Integrated Waste Management Act, adopted in 1989. AB939 requires local jurisdiction to achieve a minimum 50 percent solid waste diversion rate. A minimum 50 percent diversion rate for construction demolition and debris is also required. Recently, AB341 (2011) was adopted requiring mandatory commercial recycling programs. The proposed project does not include any component that would conflict with state laws governing construction or operational solid waste diversion and would comply pursuant to local implementation requirements. The project would comply with federal, state and local statutes related to the management of solid waste. This includes the City's construction and demolition (C&D) disposal and recycling requirements. No impact would occur.

4.19 – Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☑	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable?	☐	☐	☑	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐

a) **Less Than Significant with Mitigation Incorporated.** The proposed project would not substantially impact any scenic vistas. Corridors within the project site would still allow for views of the San Gabriel Mountains, and the project would be required to comply with design standards established in the Land Use and Circulation Element for multi-residential buildings. Nor would the project impact the visual character of the area, as discussed in Section 4.1, or result in excessive light or glare. The project site is located within an urbanized area with no natural habitat. With mitigation, the project would not significantly impact any sensitive plants, plant communities, fish or wildlife habitat for any sensitive species, as discussed in Section 4.4. Adverse impacts to archaeological and paleontological resources would not occur. Construction-phase procedures would be implemented in the event any important archaeological or paleontological resources are discovered during grading, consistent with Mitigation Measures CULT-2 and TRIB-1. This site is not known to have any association with an important example of California's history or prehistory. The City hereby finds that impacts related to degradation of the environment, biological resources, and cultural resources would be less than significant with mitigation incorporated.

b) **Less Than Significant Impact.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction

impacts, as well as long term, due to the permanent land use changes involved in the project. The following projects were considered for the cumulative analysis:

1. **725 East Huntington Drive (Former Albertsons Center)** - Commercial center façade renovations and interior tenant improvements. Possible future addition of square footage to west end of center. Potential subdivision of center into three potential brand name retails stores.
2. **530 Fano Street** - 12-unit residential condominium development with attached two-car garages and six guest parking spaces.
3. **1218 South 5th Avenue (City of Hope –Tenant Improvement)** - A façade remodel and additional roof-top equipment and ground level mechanical equipment for a new laboratory and research space.
4. **SWC of Pomona Avenue between Primrose and Magnolia (MODA)** - 261 residential units for lease, including two courtyards totaling 18,500 square feet and a two-story fitness gym. Total building height is five stories.
5. **1110 – 1212 South Fifth Avenue (5th and Huntington)** - Residential/commercial mixed-use project, 4-story mixed-use containing 154 residential units for lease and a ground floor retail space.
6. **137 West Pomona Avenue (The Lumber Yard) An Artisan Food Village** - Repurpose of two existing industrial buildings into chic food-hall. Existing *Building 1* totals ±9,490 square feet and existing Building 2 totals ±15,364 square feet. A new ±2,040 square foot building will be added to the site.
7. **239 West Chestnut Avenue (10-Unit Development)** - New 10-unit industrial condominium development with 38 parking spaces
8. **908 South Mayflower (4-Unit Planned Unit Development)** – Residential development of 4-units. Existing single-family residence to be demolished.
9. **303 South Madison Avenue (6-Unit Planned Unit Development)** - 6 detached, two-story residential units for sale.
10. **425 West Duarte Road** - Eight-unit residential condominium development
11. **717-721 West Duarte Road** - Eight-unit residential condominium development (replacing two existing units).

Short-term impacts related to noise and pollutant emissions would be at less than significant levels and therefore would not contribute substantially to any other concurrent construction programs that may be occurring in the vicinity. The project's contribution to long-term, cumulative impacts would not be substantial with implementation of the City's existing policies, programs, and regulatory requirements. In particular, the project is subject to development impact fees and property taxes to offset project-related impacts to public services and utility systems such as fire protection services, traffic control and roadways, storm drain facilities, water and wastewater facilities, and other public facilities and equipment. The City hereby finds that the contribution of the proposed project to cumulative impacts would be less than significant.

c) **Less Than Significant with Mitigation Incorporated.** There is no indication that this project could result in substantial adverse effects on human beings. While there would be a variety of temporary adverse effects during construction related to noise and criteria pollutant emissions, these would be reduced to less than significant levels through mitigation and incorporation of standard requirements for air quality protection. Long-term effects would include increased vehicular traffic, traffic-related noise, periodic on-site operational noise, minor changes to on-site drainage, and changing of the visual character of the site, with a majority of these impacts affecting adjacent roadway segments and intersections. The analysis herein concludes that direct and indirect environmental effects would at worst require mitigation to reduce to less than significant levels. The environmental analysis provided in Section 4.3 concludes that impacts related to emissions of

criteria pollutants and other air quality impacts would be less than significant with incorporation of Mitigation Measure AIR-1. Section 4.8 concludes that potentially significant impacts associated with known hazardous waste on the project site would be less than significant with MM HAZ-1. Section 4.12 found potentially significant impacts relative to exposure of persons to noise in excess of local standards, but this impact would be mitigated to less than significant with MM NOI-1. Similarly, potentially significant impacts associated with substantial increases in permanent noise would be mitigated to less than significant levels with MM NOI-2, and for temporary noise with MM NOI-3.

Based on the preceding analysis of potential impacts in the responses to items 4.1 thru 4.18, no evidence is presented that this project would degrade the quality of the environment. Generally, environmental effects would result in less than significant impacts. Based on the analysis in this Initial Study, it is found that direct and indirect impacts to human beings would be less than significant with mitigation incorporated.

MM AIR-1: Idling Restrictions. Idling of diesel-powered vehicles and equipment shall not be permitted during periods of nonactive vehicle use. Diesel-powered engines shall not be allowed to idle for more than 5 consecutive minutes in a 60-minute period when the equipment is not in use, occupied by an operator, or otherwise in motion, except as follows:

- When equipment is forced to remain motionless because of traffic conditions or mechanical difficulties over which the operator has no control;
- When it is necessary to operate auxiliary systems installed on the equipment, only when such system operation is necessary to accomplish the intended use of the equipment;
- To bring the equipment to the manufacturer's recommended operating temperature;
- When the ambient temperature is below 40 degrees F or above 85 degrees F; or
- When equipment is being repaired.

MM BIO-1: Pre-Construction Nesting Surveys. To avoid impacts on nesting birds, construction activities and construction noise shall occur outside the avian nesting season (prior to February 1 or after September 1). If construction and construction noise occur within the bird nesting season (during the period from February 1 to September 1), all suitable habitats within 100 feet of the project site shall be thoroughly surveyed for the presence of nests by a qualified biologist no more than five days before commencement of any vegetation removal. If it is determined that the project site is occupied by nesting birds covered under the MBTA and California Fish and Game Code, MM BIO-2 shall apply.

MM BIO-2: Construction Monitoring and Buffer Zones for Nesting Birds. If pre-construction nesting bird surveys identify active nests, no grading, vegetation removal, or heavy equipment activity shall take place within 300 feet of non-raptor nests and 500 feet of raptor nests, or as determined by a qualified biologist. Protective measures shall be required to ensure compliance with the MBTA and California Fish and Game Code requirements. The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts occur. A report of the findings, prepared by a qualified biologist, shall be submitted to the CDFW prior to construction-related activities that have the potential to disturb any active nests during the nesting season.

MM CULT-1: Retain a Qualified Principal Investigator. Prior to issuance of a grading permit, the City of Monrovia's Community Development Department shall require the project developer to retain a qualified principal investigator, defined as an archaeologist, who meets the Secretary of the Interior's Standards for professional archaeology and has previous experience working in the Los Angeles basin within the ancestral tribal territory of the Kizh Gabrieleño. Previous experience must contain professional and/or academic expertise of prehistorical and historical (Mission era) Gabrieleño culture including but not limited to Gabrieleño place-names and locations, political and social structure, economic organization and trade, village catchment and use areas, foraging and hunting areas, identification of traditional tools and jewelry, religious beliefs and ritual practices, games, recreation, etc. The archaeologist shall provide a curriculum vitae and project experience to the Kizh Gabrieleño Tribe for concurrence of approval. The archaeologist (hereafter referred to as Qualified Archaeologist) shall be retained to carry out all mitigation measures related to any archaeological historic or prehistoric tribal cultural resources.

Archaeological and Native American monitoring and excavation during construction projects shall be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Tribal Cultural Resources in Southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

MM CULT-2: Cultural Resources Management Plan (CRMP). The CRMP shall institute a plan for monitoring the potential for indirect impacts to unanticipated discovery of buried cultural resources, paleontological resources, and human remains during construction activities involving grading, grubbing, and excavation, which warrants the consideration of avoidance and minimization measures to ensure conservation of cultural resources and conformance with the applicable sections of the PRC. The approved CRMP shall incorporate the mitigation measures as included in this Initial Study/Mitigated Negative Declaration (IS/MND).

MM CULT-3: Construction Monitoring. The Project Applicant shall be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians - Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, weed abatement, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the Tribal Representatives and shall be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor(s) shall complete monitoring logs on a daily basis. The logs shall provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor have indicated that the site has a low potential for archeological resources.

Construction personnel shall be briefed on procedures to be followed in the event that cultural resources or paleontological resources are encountered during construction. In addition, an information package shall be provided for construction personnel not present at the initial preconstruction briefing. The Qualified Archaeologist shall be required to provide a telephone number where they can be reached by the construction contractor, as necessary. In the event that archaeological resources are unearthed during ground-disturbing activities, ground-disturbing periodic archaeological spot checks shall be conducted, beginning at depths of two feet to determine if construction excavations have exposed or have a high probability of exposing archaeological resources. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards.

MM CULT-4: Paleontological Investigation. Project proponents proposing substantial grading or earthmoving in areas that might contain important paleontological and/or archaeological resources, including work within the Topanga Formation and Late Miocene Marine Monterey Formation, shall conduct a pre-excavation field assessment and literature search to determine the potential for disturbance of paleontological and/or archaeological resources.

MM CULT-5: Unanticipated Discovery of Human remains and associated funerary objects. Human remains are defined as any physical remains of a human being. The term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of associated cultural resources (funerary objects) with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. NAGPRA guidance specifically states that the federal agencies shall consult with organizations on whose aboriginal lands the remains and cultural items might be discovered, who are reasonably known to have a cultural relationship to the human remains and other cultural items. Therefore, for this project site, it is appropriate for federal agencies to consult with the Gabrieleño Band of Mission Indians – Kizh Nation as recommended by the NAHC.

Prior to the start of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. Any discoveries of human skeletal material shall be immediately reported to the County Coroner. The monitor shall immediately divert work at minimum of 50 feet and place an exclusion zone around the burial. The monitor shall then notify the Qualified Archaeologist and the construction manager, who shall call the coroner. Work shall continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If Native American, the coroner shall notify the NAHC as mandated by State law who shall then appoint a Most Likely Descendent. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside of working hours. The Tribe shall make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials shall be removed. The Tribe shall work closely with the Qualified Archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations shall either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project applicant shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all

activities shall be submitted to the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

If the coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the coroner. Reburial shall be in an appropriate setting. If the coroner determines the remains to be modern, the coroner shall take custody of the remains.

Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on-site if possible. These items shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location mitigated between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

MM HAZ-1: The developer shall prepare a soil sampling plan for review and approval by the Monrovia Fire Department. Following characterization of soil, the developer shall prepare a Remedial Action Plan for excavation and removal of contaminated soil for review and approval by the Monrovia Fire Department.

MM NOI-1: The project shall provide sound-rated windows and appropriate exterior façade assemblies to ensure City and State interior noise level standards are met. Prior to the issuance of a grading permit, a detailed acoustical analysis of the project shall be completed by a qualified acoustical consultant and submitted to the Building Division to define the exact mitigation required such that the interior noise level standards per the City and State are satisfied. Acoustical items, as included in Appendix G, that would be used to meet these guidelines include:

- Exterior façade assembly (exterior wall construction shall consist of three coat stucco over sheathing on wood studs with a single layer of gypsum board on the interior and batt insulation in the cavity)
- Windows and glass doors with minimum Sound Transmission Class (STC) ratings of 30 and 31 respectively for Zone A and Zone B units (as shown in Appendix G).
- Residential mechanical ventilation, or other means of natural ventilation, may be required for all units in Zone A and Zone B.

MM NOI-2: Prior to the issuance of the first building permit, the developer shall submit an acoustical report to the Building Division that proves the selected make, model, and location of all condensing units can comply with and not exceed MMC Section 9.44.040 (Allowable Noise Levels).

MM NOI-3: The project shall comply with standard practices for mitigating construction noise:

- Schedule highest noise-generating activity and construction activity away from noise-sensitive land uses.
- Prohibit and post signs prohibiting the idling of internal combustion engines for more than five minutes.
- Locate all stationary noise-generating equipment such as air compressors and portable generators as far as practicable from noise-sensitive land uses.
- Maintain all noise generating equipment in proper working order.
- Designate a noise disturbance coordinator who would respond to neighborhood complaints about construction noise by determining the cause of the noise complaints and require

implementation of reasonable measures to correct the problem. Post a contact telephone number at the construction site.
- If construction outside of the hours indicated is desired, the appropriate approval must be obtained.

In addition, the requirements of the General Plan Land Use and Circulation Element Final EIR shall apply as follows:

- All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.
- Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).
- All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posted at the construction site. All notices and the signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.
- A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.

MM PS-1: Parkland Dedication Fee: The applicant shall pay an in-lieu park impact fee to provide for parkland resources consistent with General Plan policy of three acres of parkland per 1,000 residents. This fee shall either be paid directly to the City or be incorporated into the overall Communities Facilities District (CFD) fee to be paid by the applicant, as established through negotiations with the City of Monrovia and to the satisfaction of the City.

MM TRIB-1. Tribal Cultural Resources. Prior to the start of any demolition or project grading, whichever occurs first, the developer shall implement the following:

- The developer shall retain a Native American Monitor of Gabrieleño Ancestry to conduct a Native American Indian Sensitivity Training for construction personnel prior to commencement of any excavation activities. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of Gabrieleño Ancestry, and the general steps the Monitor would follow in conducting a salvage investigation.

- The developer shall retain a Native American Monitor of Gabrieleño Ancestry to be on-site during all project-related, ground-disturbing construction activities (e.g., pavement removal, auguring, boring, grading, excavation, potholing, trenching, grubbing, and weed abatement) of previously undisturbed native soils to a maximum depth of 15 feet below ground surface.

- A Qualified Archaeologist and a Native American Monitor of Gabrieleño Ancestry shall evaluate all archaeological resources unearthed by construction activities. If the resources are Native American in origin, the Tribe shall coordinate with the developer regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. If archaeological features are discovered, the

archaeologist shall report such findings to the Monrovia Planning Division Manager. If the archaeological resources are found to be significant, the archaeologist shall determine the appropriate actions, in cooperation with the City, that shall be taken for exploration and/or salvage in compliance with CEQA Guidelines Section 15064.5(f).

- Prior to the start of ground disturbing activities, the developer shall arrange a designated site location within the footprint of the project for the respectful reburial of Tribal human remains and/or ceremonial objects. All human skeletal material discoveries shall be reported immediately to the County Coroner. The Native American Monitor shall immediately divert work a minimum of 50 feet from the discovery site and place an exclusion zone around the burial. The Native American Monitor shall notify the construction manager who shall contact the Los Angeles County Coroner. All construction activity shall be diverted while the Los Angeles County Coroner determines if the remains are Native American. The discovery shall be confidential and secure to prevent further disturbance. If Native American, the Los Angeles County Coroner shall notify the Native American Heritage Commission (NAHC) as mandated by state law, who shall then appoint a Most Likely Descendent. In the case where discovered human remains cannot be documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a guard shall be posted outside working hours. The Tribe shall make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials shall be removed. If data recovery is approved by the Tribe, documentation shall be taken, which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations shall either be removed in bulk or by means necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The developer shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC.

- No scientific study or the utilization of any invasive diagnostics shall be allowed to any Native American human remains.

- If the Los Angeles County Coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the Los Angeles County Coroner. Reburial shall be in an appropriate setting. If the Los Angeles County Coroner determines the remains to be modern, the Los Angeles County Coroner shall take custody of the remains.

- Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on-site if possible. These items shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site, but at a location agreed upon between the Tribe and the developer and protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

MM UTIL-1. Comply with City's construction and demolition (C&D) disposal and recycling requirements. The City requires projects with demolition and/or construction projects of 1,000 square feet or greater to acquire a C&D permit. The permit requires a diversion rate of 50% or greater of construction and demolition debris.

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6 List of Preparers

City of Monrovia (Lead Agency)
Planning Division
415 S. Ivy Avenue
Monrovia, CA 91016

- Sheri Bermejo, Planning Division Manager

MIG (Environmental Analysis)
537 S. Raymond Avenue
Pasadena, California 91105
626-744-9872

- Laura Stetson, AICP, Principal
- John Baas, Director of Planning and Environmental Services
- Bill Spain, Environmental Planner
- Rachel Moeller, Project Assistant

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