

Chick-fil-A and Starbucks Huntington Drive & 210 Project

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Prepared for:
City of Monrovia

Prepared by:

Michael Baker
INTERNATIONAL

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**FINAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

**Chick-fil-A and Starbucks
Huntington Drive & 210 Project**

State Clearinghouse No. 2021040773

Lead Agency:

CITY OF Monrovia
415 South Ivy Avenue
Monrovia, California 91016
Contact: Ms. Sheri Bermejo, Planning Division Manager
626.932.5539

Prepared by:

MICHAEL BAKER INTERNATIONAL
5 Hutton Centre Drive, Suite 500
Santa Ana, California 92707
Contact: Ms. Kristen Bogue
949.472.3505

June 2021

JN 179829

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1.0 INTRODUCTION

The proposed Chick-fil-A and Starbucks Huntington Drive and 210 Project (project) is located at 820 Huntington Drive, Monrovia, California (Assessor's Parcel Numbers [APNs] 8507-008-035, -041, -042, -044, and -070 through -072). The project would construct two new drive-thru facilities, a Chick-fil-A restaurant and a Starbucks café. The Chick-fil-A restaurant would be a 4,562-square-foot (gross area), one-story building with outdoor dining space and 48 vehicle parking spaces and the Starbucks café would be a 2,200-square-foot (gross area), one-story building with an outdoor patio space and 40 vehicle parking spaces. Landscaping would be planted along the site and building perimeters, and utility improvements would be installed to serve the proposed drive-thru facilities. The project would also dedicate approximately 8,600 square feet of land at the southeast corner of the project site to the City for future development into a pocket park. Additionally, the project involves a Zone Text Amendment to eliminate the minimum building height standard of two-stories, to allow minor deviations from the lot size and dimension standards, and to correct inconsistencies regarding density and floor area regulations for the Retail Corridor Mixed Use (RCM) Commercial Zone.

The Draft Initial Study/Mitigated Negative Declaration (IS/MND) (State Clearinghouse No. 2021040773) was made available for public review and comment pursuant to CEQA Guidelines Section 15070 from May 3, 2021 through June 1, 2021.

The Draft IS/MND was available for review at the City of Monrovia Planning Division, 415 South Ivy Avenue, Monrovia, California 91016 and online at: <https://www.cityofmonrovia.org/your-government/community-development/planning/development-spotlight>.



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2.0 RESPONSE TO COMMENTS

During the public review period, comments were received on the Draft IS/MND from interested public agencies, organizations, and individuals. The following is a list of commenters on the Draft IS/MND during the public review period.

Comment Letter No.	Person, Firm, or Agency	Letter Dated
STATE AGENCIES		
1	CEQAnet State Clearinghouse and Planning Unit Governor's Office of Planning and Research	June 2, 2021
LOCAL AGENCIES		
2	Adriana Raza, Customer Serve Specialist, Los Angeles County Sanitation Districts	May 18, 2021
3	Frances Duong, Acting IGR/CEQA Branch Chief, California Department of Transportation	May 25, 2021
TRIBES		
4	Gabrieleno Band of Mission Indians – Kizh Nation	May 6, 2021
ORGANIZATIONS AND INTERESTED PERSONS		
5	Wendy Cano	April 30, 2021
6	Margaret Hope	May 21, 2021 (12:51 PM) May 15, 2021 (5:11 AM) May 15, 2021 (5:49 AM) May 15, 2021 (5:52 AM) May 15, 2021 (5:54 AM) May 15, 2021 (6:05 AM) May 15, 2021 (10:32 AM) May 15, 2021 (10:38 AM) May 15, 2021 (10:39 AM) May 15, 2021 (10:39 AM) May 15, 2021 (10:39 AM) May 15, 2021 (10:39 AM) May 15, 2021 (10:39 AM) May 15, 2021 (10:40 AM) May 15, 2021 (10:40 AM)



Comment Letter No.	Person, Firm, or Agency	Letter Dated
		May 17, 2021 (12:24 AM) May 17, 2021 (12:34 AM) May 21, 2021 (3:04 PM) May 21, 2021 (7:18 PM) May 21, 2021 (7:21 PM) May 22, 2021 (11:54 AM) May 22, 2021 (5:42 PM) May 23, 2021 (7:12 PM) May 23, 2021 (7:17 PM) May 23, 2021 (7:37 PM) May 23, 2021 (7:47 PM) May 23, 2021 (7:48 PM) May 24, 2021 (8:41 AM) May 26, 2021 (10:07 PM) May 26, 2021 (10:25 PM) May 27, 2021 (8:45 AM) May 27, 2021 (5:10 PM) May 27, 2021 (5:49 PM)

Although CEQA Guidelines Section 15088 does not require a Lead Agency to prepare written responses to comments received, the City of Monrovia has elected to prepare the following written responses with the intent of conducting a comprehensive and meaningful evaluation of the proposed project. The number designations in the responses are correlated to the bracketed and identified portions of each comment letter.

COMMENT LETTER 1

Chick-fil-A and Starbucks Huntington Drive & 210 Project

Summary

SCH Number	2021040773
Lead Agency	City of Monrovia
Document Title	Chick-fil-A and Starbucks Huntington Drive & 210 Project
Document Type	MND - Mitigated Negative Declaration
Received	4/30/2021
Present Land Use	Commercial (Restaurant) Use

Document Description The proposed project involves constructing two new drive-thru facilities, a Chick-fil-A restaurant and Starbucks café. The Chick-fil-A restaurant would be a 4,562-square foot (gross area), one-story building with outdoor dining space and the Starbucks café would be a 2,200-square foot (gross area), one-story building with outdoor dining space. Landscaping would be planted along the site and building perimeters, and utility improvements would be installed to serve the proposed drive-thru facilities. The project would also dedicate approximately 8,600 square feet of land at the southeast corner of the project site to the City for future development into a pocket park. Additionally, the project involves a Zone Text Amendment to eliminate the minimum building height standard of two-stories and to correct inconsistencies regarding density and floor area regulations for the Retail Corridor Mixed Use (RCM) Commercial Zone. Required City discretionary approvals include a Zone Text Amendment; Conditional Use Permits (one for each business) for new construction, late night hours of operation within 100 feet of residential zone, and drive-thru business operation within 100 feet of residential zone; Tentative Parcel Map, Signage Review; and grading and building permits. In addition to these entitlement requests, a General Plan Conformity Finding is required for the proposed land dedication.

Contact Information Sheri Bermejo, Planning Division Manager
City of Monrovia
Lead/Public Agency
415 South Ivy Avenue
Monrovia, CA 91016
Phone : (626) 932-5539
sbermejo@ci.monrovia.ca.us

Location

Coordinates 34°8'24"N 118°1'3.3"W

Cities Monrovia

Counties Los Angeles

Regions Southern California

Cross Streets Huntington Drive and Encino Avenue

Zip 91016

Total Acres 2.09

Jobs 116

Parcel # 8507-008-035, -041, -042, -044, and -070 through -072

1-1

State Highways I-210
Railways Foothill
Airports N/A
Schools multiple
Waterways Santa Anita Wash, Sawpit Wash, Arcadia Wash
Township 1N
Range 11W
Section 27
Base SBBM

Notice of Completion

Review Period Start 5/3/2021
Review Period End 6/1/2021
Development Type Commercial (Sq. Ft. 6762, Acres 2.09, Employees 116)
Local Action Site Plan Use Permit Land Division (Subdivision, etc.) Redevelopment
Project Issues Aesthetics Agriculture and Forestry Resources Air Quality Biological Resources Cultural Resources Cumulative Effects Drainage/Absorption Energy Flood Plain/Flooding Geology/Soils Greenhouse Gas Emissions Hazards & Hazardous Materials Hydrology/Water Quality Land Use/Planning Mandatory Findings of Significance Mineral Resources Noise Population/Housing Public Services Recreation Schools/Universities Septic System Sewer Capacity Solid Waste Transportation Tribal Cultural Resources Utilities/Service Systems Vegetation Wetland/Riparian Wildfire
Reviewing Agencies California Air Resources Board (ARB) California Department of Fish and Wildlife, South Coast Region 5 (CDFW) California Department of Parks and Recreation California Department of Water Resources (DWR) California Highway Patrol (CHP) California Native American Heritage Commission (NAHC) California Natural Resources Agency California Regional Water Quality Control Board, Los Angeles Region 4 (RWQCB) Department of Toxic Substances Control Office of Historic Preservation San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) State Water Resources Control Board, Division of Drinking Water California Department of Transportation, District 7 (DOT)

1-1
CONT.

Attachments

Draft Environmental Docu... Appendix A_AQ-GHG Analysis PDF 15201 K Appendix B_Cultureal Resources Study PDF 3297 K
Appendix C_Geotechnical Analysis PDF 2697 K Appendix D1_Chick-fil-A Phase I ESA PDF 12336 K
Appendix D2_Chick-fil-A Phase II ESA PDF 6123 K
Appendix D3_Starbucks Phase I ESA PDF 21977 K
Appendix D4_Starbucks Phase II ESA PDF 7845 K Appendix D5_UST Closure Report PDF 3415 K
Appendix E1_Hydrology Analysis PDF 5291 K Appendix E2_Chick-fil-A LID Plan PDF 21626 K
Appendix E3_Starbucks LID Plan PDF 21539 K Appendix F1_Acoustical Analysis PDF 9692 K
Appendix F2_Pocket Park Acoustical Memo PDF 1126 K
Appendix G_Transportation Impact Analysis PDF 13611 K
Appendix H_Utility Correspondence PDF 946 K
Chick-fil-A and Starbucks IS-MND Report_IS-MND_May 2021 PDF 7954 K
Chick-fil-A and Starbucks_NOI_May 2021 PDF 349 K
Chick-fil-A and Starbucks_SCH Summary Form_05-03-21 PDF 194 K
Notice of Completion [NO... Chick-fil-A and Starbucks_NOC_05-03-21_signed PDF 214 K

State Comment Letters [C...

2021040773_DOT Comment **PDF** **262 K**

Disclaimer: The Governor’s Office of Planning and Research (OPR) accepts no responsibility for the content or accessibility of these documents. To obtain an attachment in a different format, please contact the lead agency at the contact information listed above. You may also contact the OPR via email at state.clearinghouse@opr.ca.gov or via phone at (916) 445-0613. For more information, please visit [OPR’s Accessibility Site](#).

1-1
CONT.



Response No. 1

CEQAnet
State Clearinghouse and Planning Unit
Governor's Office of Planning and Research
June 2, 2021

- 1-1 This letter is a summary of the State Clearinghouse CEQAnet database, which can be accessed at <https://ceqanet.opr.ca.gov/2021040773>. Based on this summary, the Draft IS/MND (State Clearinghouse No. 2021040773) was made available for public review from May 3, 2021 through June 1, 2021. One State agency letter was received by the State Clearinghouse, included herein as Comment Letter 3. This summary is for information purposes and does not provide specific comment regarding technical information presented in the Draft IS/MND. As such, no further response is necessary.



**LOS ANGELES COUNTY
SANITATION DISTRICTS**
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

May 18, 2021

Ref. DOC 6165067

Ms. Sheri Bermejo
Planning Division
City of Monrovia
415 South Ivy Avenue
Monrovia, CA 91016

Dear Ms. Bermejo:

NOI Response for Chick-fil-A and Starbucks Huntington Drive and 210 Project

The Los Angeles County Sanitation Districts (Districts) received a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) for the subject project on May 3, 2021. The proposed project is located within the jurisdictional boundary of District No. 15. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Monrovia Outfall Trunk Sewer, located in Peck Road at Duarte Road. The Districts' 24-inch diameter trunk sewer has a capacity of 6.1 million gallons per day (mgd) and conveyed a peak flow of 3.8 mgd when last measured in 2013. 2-1
2. The wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant (WRP) located adjacent to the City of Industry, which has a capacity of 100 mgd and currently processes an average flow of 66.9 mgd. All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to and treated at the Joint Water Pollution Control Plant in the City of Carson.
3. The expected increase in average wastewater flow from the project site, described in the notice as a 4,562 square-foot Chick-fil-A restaurant and a 2,200 square-foot Starbucks café, is 5,236 gallons per day, after the structures on the project site are demolished. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the [Table 1. Loadings for Each Class of Land Use](#) link. 2-2
4. The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is used by the Districts to upgrade or expand the Sewerage System. Payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, the developer should contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727. 2-3

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise the developer that the Districts intend to provide this service up to the levels that are legally permitted and to inform the developer of the currently existing capacity and any proposed expansion of the Districts' facilities.

2-4

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717 or at araza@lacs.org.

Very truly yours,



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar



Response No. 2

Adriana Raza, Customer Serve Specialist
Los Angeles County Sanitation Districts
May 18, 2021

2-1 The commenter is providing information pertaining to the existing capacity of the Districts' utilities that serve the project site. As discussed on Draft IS/MND page 4.19-2, Districts of Los Angeles County San Jose Creek Water Reclamation Plant, located in the City of Whittier. The Plant provides primary, secondary, and tertiary treatment at a capacity of 100 million gallons of wastewater per day (mgd). The commenter is acknowledging that the Districts' Monrovia Outfall Trunk Sewer is a 24-inch diameter truck sewer and has approximately 2.3 million gallons per day of remaining capacity. The commenter notes that the San Jose Creek Water Reclamation Plant currently has a remaining capacity of approximately 33.1 million gallons per day. Last, the commenter acknowledges that the wastewater can be diverted from the San Jose Creek Water Reclamation Plant to the Joint Water Pollution Control Plant in the City of Carson.

The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.

2-2 As discussed on Draft IS/MND page 4.19-2, the Draft IS/MND assumed that the existing Claim Jumper restaurant, a 12,216-square foot building, is estimated to generate approximately 12,216 gpd of wastewater. In comparison, the proposed Chick-fil-A restaurant (4,562-square foot building) and Starbucks café (2,200-square foot building) would generate approximately 6,762 gpd of wastewater combined. As such, the project would substantially reduce wastewater generated on-site compared to the existing condition and would be adequately accommodated by the City's existing sewer system and the San Jose Creek Water Reclamation Plant. The commenter notes that the proposed project would likely generate 5,236 gallons per day, which is less than that assumed in the Draft IS/MND. As such, and as concluded in the Draft IS/MND, impacts in this regard would be less than significant.

2-3 It is acknowledged that payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. The project Applicant would be required to pay all necessary connection fees as part of the permit process. As such, these minor corrections have been made to Sections 2.3, *Project Approvals/Permitting Agencies*, and 4.19, *Utilities and Service Systems*, of the Draft IS/MND (pages 2-16 and 4.19-2, respectively) and are reflected below and in Section 3.0, *Errata*, of the Final IS/MND.



Section 4.3, Project Approvals/Permitting Agencies

POTENTIAL PERMITS/APPROVALS FROM AGENCIES AND OTHERS

Los Angeles County Sanitation Districts Connection Fee;
County of Los Angeles Public Health Permit;
Regional Water Quality Control Board General Construction Permit/Storm
Water;
Access Agreement; and
Pollution Prevention Plan.

Section 4.19, Response 4.19(a), Wastewater Treatment, Third Paragraph

Sewer service connections would be made with new 4- and 6-inch lateral sewer lines from the proposed Starbucks café building to an existing 8-inch sewer line within Huntington Drive right-of-way and from the proposed Chick-fil-A restaurant building to an existing 8-inch sewer line within Encino Avenue right-of-way. Grease interceptors would be installed for both buildings, which would treat waste prior to connecting to the existing sewer lines. No new off-site wastewater treatment facilities are proposed, nor are existing facilities proposed to be expanded, other than connections to the existing system. Additionally, the project would be required to pay sewer connection fees and ongoing user fees to the City of Los Angeles County Sanitation Districts. As the project is consistent with the land use designation for the area, it is not anticipated that project implementation would require construction of new or the expansion of existing wastewater facilities. Less than significant impacts would occur in this regard.

These changes provide a minor update, correction, or clarification and do not represent “significant new information” as defined in CEQA Guidelines Section 15088.5.

- 2-4 As discussed on Draft IS/MND page 4.14-2, the Southern California Association of Governments (SCAG) estimates the City of Monrovia’s projected population is approximately 37,500 persons in 2020 and approximately 39,300 persons in 2035. As such, the proposed conservative population growth estimate for the project (189 persons) represents approximately 10.5 percent of SCAG’s projected population growth of 1,800 people. As such, the project’s anticipated population growth is within SCAG’s population growth assumptions for the City.

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life*

May 25, 2021

Ms. Sheri Bermejo, Planning Division Manager
City of Monrovia
Planning Division
415 South Ivy Avenue
Monrovia, CA 91016

RE: Chick-fil-A and Starbucks Huntington
Drive & 210 Project
Vic. LA-210 PM 32.81
SCH # 2021040773
GTS # LA-2021-03571AL-MND

Dear Ms. Sheri:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project involves constructing two new drive-thru facilities, a Chick-fil-A restaurant and Starbucks café. The Chick-fil-A restaurant would be a 4,562-square foot (gross area), one-story building with outdoor dining space and the Starbucks café would be a 2,200-square foot (gross area), one-story building with outdoor dining space.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has been codified into CEQA law. It mandates that CEQA review of transportation impacts of proposed developments be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts. As a reminder, Vehicle Miles Traveled (VMT) is the standard transportation analysis metric in CEQA for land use projects after the July 1, 2020 statewide implementation date. You may reference The Governor's Office of Planning and Research (OPR) website for more information.

<http://opr.ca.gov/ceqa/updates/guidelines/>

3-1

As a reminder, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and Caltrans Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance, prepared on December 18, 2020.

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>

Overall, the project does not meet the criteria to be screened out of VMT analysis based on the location within a TPA or based on location within a low VMT area. However, the project does satisfy the criteria for a local-serving retail project of less than 50,000 square feet. As such, the project is assumed to have less than significant environmental impacts related to VMT without additional study.

We noted that the City of Monrovia has adopted a Traffic Impact Fee (TIF) of \$2,095 per net new afternoon peak hour trip. The project is forecast to generate 131 net new PM peak hour trips; therefore, is expected that the project will be required to pay a fee in the amount of \$274,445.00. The following two capacity-enhancing intersection improvements are identified among the traffic improvements which are to be financed via the City's TIF:

- Fifth Avenue/Huntington Drive – “Add a third eastbound through lane that starts approximately 150 feet west of the intersection. This lane would then continue until it meets the existing right-turn lane at the I-210 eastbound on-ramp.”
- Monterey Avenue/Huntington Drive – “Convert the westbound right-turn lane into a shared through/right lane that continues until it meets the existing right-turn lane at the I-210 westbound on-ramp. Add a third eastbound through lane that starts approximately 150 feet west of the intersection that continues until it meets the existing right-turn lane at the intersection of Huntington Drive & Highway Esplanade.”

Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans if the construction is at State Right-of-way. Any modifications to State facilities must meet all mandatory design standard and specifications.

Pursuant to the direction provided in the “Interim LD-IGR Safety Review Practitioners Guidance”, an analysis of the project’s effect on off-ramp queuing determined that the proposed project is not expected to cause or contribute towards vehicle queuing which extends back into the I-210 Freeway mainline travel lanes resulting in unsafe speed differentials between adjacent lanes.

3-4

For this project, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods and idle time not to exceed 10 minutes.

3-5

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2021-03571AL-MND.

Sincerely,

Frances Duong

FRANCES DUONG
Acting IGR/CEQA Branch Chief

email: State Clearinghouse



Response No. 3

Frances Duong, Acting IGR/CEQA Branch Chief
California Department of Transportation
May 25, 2021

- 3-1 As summarized in Draft IS/MND Response 4.17(b), pages 4.17-4 through 4.17-7, the project does satisfy the criteria for a local-serving retail project of less than 50,000 square feet. As such, the project is assumed to have less than significant environmental impacts related to VMT without additional study. Therefore, the project would not conflict with, or be inconsistent with, CEQA Guidelines Sections 15064.3, subdivision (b); impacts in this regard would be less than significant.
- 3-2 The project Applicant would be required to pay all applicable fees, including traffic impact fees. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 3-3 Implementation of the proposed project is not anticipated to result in any physical improvements in State right-of-way. As such, an encroachment permit is not anticipated.
- 3-4 The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 3-5 At this time, oversized-transport vehicles on State highways is not anticipated. However, if this is necessary during construction, the Applicant would be required to obtain a transportation permit from Caltrans in accordance with the law.



GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Adopt Mitigative Declaration Study / Mitigated Negative Declaration

May 6, 2021

Dear Sheri Bermejo,

Project Name: Chick-fil-A and Starbucks Huntington Drive & 210 Project Located at 820 Huntington Dr. City of Monrovia

We have received your Notice of the Adopt Mitigative Negative Declaration for the Chick-fil-A and Starbucks Huntington Drive & 210 Project. Our Tribal Government would like to be consulted if any ground disturbance will be conducted for this project.

Sincerely,
Gabrieleno Band of Mission Indians/Kizh Nation
(1844) 390-0787 Office

4-1

Andrew Salas, Chairman

Albert Perez, treasurer I

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer II

Dr. Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the council of Elders



Response No. 4

Gabrieleno Band of Mission Indians – Kizh Nation
May 6, 2021

4-1 As discussed on Draft IS/MND page 4.18-2, the Assembly Bill (AB) 52 consultation period for this project began on September 3, 2020, when the City of Monrovia sent notification of the AB 52 consultation process for the proposed project. Pursuant to PRC 21080.3.1(d), the 30-day period to respond to the AB 52 request for consultation notification began on September 3, 2020 and ended on October 5, 2020. On September 9, 2020, the City of Monrovia received a response from the Gabrieleno Band of Mission Indians – Kizh Nation regarding a request for consultation for the purpose of AB 52.

City staff consulted with members of the Gabrieleno Band of Mission Indians – Kizh Nation in February and March 2021. During the consultation, the Gabrieleno Band of Mission Indians – Kizh Nation provided confidential information relevant to tribal cultural resources that may exist within the project area, and they identified concerns that the project may affect such resources during ground-disturbing activities. Thus, the project site was identified as sensitive to possible unknown tribal cultural resources.

As discussed on Draft IS/MND page 4.18-2, proposed earthwork for the project would involve approximately 814 cubic yards of cut and fill balanced on-site. As such, project construction has the potential to uncover previously undiscovered tribal cultural resources. Based on feedback provided by the Gabrieleno Band of Mission Indians – Kizh Nation, the City developed Draft IS/MND Mitigation Measure TCR-1 to minimize potential impacts to unknown tribal cultural resources.

Prior to the commencement of any ground-disturbing activity at the project site, the respective Applicant would be required to retain a Native American Monitor, approved by the Gabrieleno Band of Mission Indians – Kizh Nation, for monitoring during ground-disturbing activities. Should potential tribal cultural resources be uncovered, the contractor would be required to cease work within 100 feet of the find, and the Native American Monitor would be required to assess the find. If the resources are Native American in origin, the Gabrieleno Band of Mission Indians – Kizh Nation shall retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural, and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the project site, all ground disturbance shall immediately cease, and the county coroner would be required to be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. With implementation of Mitigation Measure TCR-1, impacts to tribal cultural resources would be reduced to less than significant levels.

From: Wendy Cano [<mailto:wcano626@gmail.com>]

Sent: Friday, April 30, 2021 10:39 AM

To: planning <planning@ci.monrovia.ca.us>

Subject: Web Inquiry - Development Projects

Chik-fil-A has a well documented history of fighting our country's critical challenge to make this a more perfect union. | 5-1

They have supported hate campaigns across this country and specifically in California (Prop 8). I think it would be an harmful act to allow them space in the city of Monrovia and have to see their hate on a regular basis. | 5-2

I doubt my concerns will be amplified but I had to say my peace and thank you for the opportunity to express it. | 5-3

I would hope and promote regular protests outside their business if they are given space to promote their hate through making profits in Monrovia; highlighting their financial support for restricting women's healthcare and Anit LGBTQ legislation. | 5-4

Thank you for providing this space.

Best regards and keep safe,

--

Wendy Cano

wcano626@gmail.com



Response No. 5

Wendy Cano
April 30, 2021

- 5-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.

Brenda Quezada

From: Margaret Hope <margarethope1000@icloud.com>
Sent: Friday, May 14, 2021 12:51 PM
To: planning
Subject: Comments to Planning Commission

I vigorously OPPOSE THE TWO DRIVE-THRU RESTAURANTS AT THE SOUTHWEST CORNER OF WEST HUNTINGTON DRIVE AND ENCINO AVENUE.

I live in the house directly south of the proposed site and would be greatly Affected by any business operating 24 hours a day, 7 days a week. Not Only is the idea of a 24/7 operation within 100 feet of where I live potentially Dangerous, the exhaust from thousands of cars would be DEADLY to me. My Property is arboored by old trees and vines specifically grown to shelter me from Freeway exhaust and 117 degree summer heat and sun.

6-1

ONE CAR IDLING BY T HE SIDE OF MY HOUSE FOR LESS THAN 15 MINUTES CREATES A COLLECTION OF DEADLY FUMES WHICH CHOKE ME AND LEAVE MY EYES WATERING. . .in 15 minutes. . . two thousand cars idling within 100 feet of my property 24/7 will kill me.

6-2

You MUST also realize the other negative draw backs from this proposal: cars Idling 24/7, 24 hour lighting, loud maybe intoxicated people talking, fighting; loudspeaker noise From taking orders, car engine noises . .all of this outside the normal Walk-in, sit down businesses now occupying these spaces. Lowering the outside Lamps does Nothing to offset the Complete destruction of any semblance of A normal Dark night. . .any lighting after 1AM interrupts the dark, quiet, peaceful, Restful, restorative night

6-3

A troubling problem with this location IS exiting from the site onto Huntington Drive. This is a dangerous spot to try to leave Encino to HUNTINGTON.

It's impossible to get out safely now without driving thru the parking lot and Using the traffic signal at the hotel. Drivers are speeding up to enter the freeway Just as drivers are slowing down to enter the drive-thru facilities.

There will be increased accidents.

6-4

Why would any city deliberately want to attract The drunk or bored crowd from 1-4AM every night of the week is beyond comprehension. Any 24/7 fast food/coffee stop WILL ATTRACT TROUBLE. We read about it all over the country. . .fights, guns, shootings. [I saw fights spill out from the old Red Lobster location when a nightclub occupied That space... men fighting in the streets at the corner of Alta/Encino, sex assaults, screaming women, People stumbling INTO my house. . .drunk.]. Now add guns to the mix. That is what is coming. . .a complete Obliteration of this area as "residential" into another high-density, ghetto like, Treeless mass of overcrowding chaos. I am horrified about the consequences.

6-5

That's the trade off . No one who has lived here or has deep ties to what This city once was wants this. My grandparents owned the property + where The Oak Tree Inn stands. . .we grew up with acres to spare. San Marino has Wisely kept the city sane . . . While Monrovia willingly sacrifices what was once Beautiful gardens into trashy, fast food drive throughs. They don't care.

6-6

Each time a new business relocates to this corner the city has allowed all The old trees and landscaping to be removed and new small plants to Replace the mature trees. These mature trees are my only respite from the From the idling car fumes. . .there are are now seven mature trees on Encino Which seem doomed to die and replaced with worthless palms. We don't Need worthless 'desert (cheap), useless palms, we need leafy, mature trees Which will help filter the

6-7

noxious car fumes and give us oxygen. I read that Many of Claim Jumper's magnolia trees will be destroyed. We need two rows Of mature trees between me and the idling cars.

6-7
cont

The proposed dedication of land at the southeast corner of the project site To the City for future development into a pocket park is laughworthy. The city has talked about a tiny green space here for 30+ years. . .it will not Happen.

6-8

We are already cut off from walking because of the transient hotel business And the 210 fwy; adding another reason for cars to congregate pushes the Deadly mixture beyond any reasonable chance for me to survive.

Thank you,
Margaret Hope
1201 Encino Avenue
626-239-6744

Sent from my iPad

Brenda Quezada

From: Margaret Hope <margarethope1000@icloud.com>
Sent: Saturday, May 15, 2021 5:11 AM
To: planning
Subject: Opposition to derive thru Huntington Drive/Encino Avenue

It is frightening to contemplate the odds of going up against the Proposed building of two 'fast foods and coffee' drive thru businesses.

Thinking that we have the slightest chance of stopping the proposed Adventure when merely one of those has already generated a 950+ pages Document in support of building and opening.

6-9

My main reasons to ask you NOT to let this go ahead are two: The Further Degradation of the environment from the fumes of Hundreds of idling cars waiting in Line combining with freeway gasses 24/7. . .and The change in the tenor of the adjacent neighborhood from a somewhat Stately looking restaurant to two 'fast food drive thru "joints" which not Only visually downgrade the properties but especially attract the wrong Type of people from midnight to 4AM. . .all accompanied by 24/7 lights And noise.

6-10

When did we move from all businesses closing by 11 or 12 midnight to 24 hour days of constant and instant gratification? We already have Too many fast food "JOINTS"... (and that's what the renderings look like.) In both directions, up and down Huntington Drive to choose from. Why Yet another two? How many Starbucks do we need per block?

6-11

And the location is absolutely wrong for traffic reasons. More noise, More disruption of sleep and living for the adjacent residents, more Danger from late night criminals who will be marauding thru the neighborhood, constant 24/7 night lighting so anyone living here will Face 24/7 'daylight' interruption of normal sleep/wake cycles. The Only reason I can think for placing these "joints" in this area is to Cause residents to flee, turning it into trashed out, trampled down Last ditch BLIGHT so, eventually the City can buy out the low income Land and build HIGH DENSITY apartment complexes.

6-12

And haven't we just learned about how HIGH DENSITY DISEASE spreads from COVID-19 and just the same scenario? Is this proposal to degrade what Once was residential , based on pure City GREED or the City's blind obsession To cater to low class, quick fix "Whatever you want on EVERY block, when you Want it, NOW". What happened to decent common sense and higher values? Remember ... that we HAD exactly what San Marino HAS. . .only our leaders Have opted for the quick easy, constant catering to shortsighted QUICK \$BUCK Change... as more stupid people who DONT live here make decisions which Impacts IF and HOW WE LIVE OR DIE. STOP THE INSANITY.

6-13

Thank you.
Margaret Hope

Sent from my iPad

Brenda Quezada

From: Margaret Hope <margarethope1000@icloud.com>
Sent: Saturday, May 15, 2021 5:49 AM
To: planning
Subject: The ins and outs of drive-thrus, and why they're bad for cities | MinnPost

THIS ARTICLE IS TO HELP OPPOSE DRIVE THRUS AT THE CORNER OF HUNTINGTON DRIVE AND ENCINO AVENUE

<https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.minnpost.com%2fcityscape%2f2015%2f08%2fins-and-outs-drive-thrus-and-why-they-re-bad-cities%2f&c=E,1,lkeFnuyxAYMWHI5KuQr9200JGOjals7rNaiwrqfGCK-UKoDMJLuiA9HWJTqNcx6OrhZk04tXzLxr7uq4Xwz6kzR2FY6Sy07zSFU1LpEY07CYZwofQ1vO&typo=1>

6-14

Sent from my iPad

Brenda Quezada

From: Margaret Hope <margarethope1000@icloud.com>
Sent: Saturday, May 15, 2021 5:52 AM
To: planning
Subject: Drive-thrus are crazy convenient, but they come with several hefty costs | CBC News

CANADIAN CITIES ARE NOW BANNING DRIVE THRUS: THEN WHY IS MONROVIA SO FAR BEHIND IN UNDERSTANDING HOW DETRIMENTAL THEY ARE AND INSISTING THAT HUNTINGTON DRIVE BECOME ONE WALL TO WALL DRIVE THRU?

<https://www.cbc.ca/news/canada/newfoundland-labrador/weekend-briefing-drive-thru-1.5308637>

6-15

Sent from my iPad

Brenda Quezada

From: Margaret Hope <margarethope1000@icloud.com>
Sent: Saturday, May 15, 2021 5:54 AM
To: planning
Subject: Drive-thrus are crazy convenient, but they come with several hefty costs | CBC News

<https://www.cbc.ca/news/canada/newfoundland-labrador/weekend-briefing-drive-thru-1.5308637>

6-16

Sent from my iPad

Brenda Quezada

From: Margaret Hope <margarethope1000@icloud.com>
Sent: Saturday, May 15, 2021 6:05 AM
To: planning
Subject: Ban drive THRU : they increase greenhouse emissions, idling cars release
Attachments: IMG_0946.PNG; ATT00001.txt

Carbon filled, deadly fumes. NO TO ANY MORE DRIVE THRU IN MONROVIA.

6-17

Brenda Quezada

From: Margaret Hope <margarethope1000@icloud.com>
Sent: Saturday, May 15, 2021 10:32 AM
To: planning
Subject: Cities ban new drive-thrus to fight climate change

https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.winknews.com%2f2019%2f10%2f15%2fcities-ban-new-drive-thrus-to-fight-climate-change%2f&c=E,1,rICi8l-cQT9ON21ViX0KPSBVnzP_TdFGSnHbmpudSYUPU_h-6lYac_yil3iOGR9_DzWtx9NC-jaRif7CMqQchjKoVyDX0a3w6YQcZJmdx-T7Hq4zNHKu&typo=1

6-18

Sent from my iPad

Brenda Quezada

From: Margaret Hope <margarethope1000@icloud.com>
Sent: Saturday, May 15, 2021 10:38 AM
To: planning
Subject: Cities ban new drive-thrus to fight climate change

https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.winknews.com%2f2019%2f10%2f15%2fcities-ban-new-drive-thrus-to-fight-climate-change%2f&c=E,1,zf2lUTgBY_j9mTKpyyl6-3A7c7z_NuHho0EL7bK_jJLsy58xVxJ27UPWxRZJXZEhQeMnYw1uh4y5S-dIM-WS_x7VnVdCHWyMjnNrEEC8Kg,,&typo=1

6-19

Sent from my iPad

From: [Margaret Hope](#)
To: [planning](#)
Subject: Cities ban new drive-thrus to fight climate change
Date: Saturday, May 15, 2021 10:39:36 AM

https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.winknews.com%2f2019%2f10%2f15%2fcities-ban-new-drive-thrus-to-fight-climate-change%2f&c=E,1,rCi8l-cQT9ON21ViX0KPSBVnzP_TdFGSnHbmpudSYUPU_h-6lYac_yil3iOGR9_DzWtx9NC-jaRif7CMqQchjKoVyDX0a3w6YQcZJmdx-T7Hq4zNHKu&typo=1

6-20

Sent from my iPad

From: [Margaret Hope](#)
To: [planning](#)
Subject: Drive-thrus are crazy convenient, but they come with several hefty costs | CBC News
Date: Saturday, May 15, 2021 10:39:37 AM

<https://www.cbc.ca/news/canada/newfoundland-labrador/weekend-briefing-drive-thru-1.5308637>

6-21

Sent from my iPad

From: [Margaret Hope](#)
To: [planning](#)
Subject: Drive-thrus are crazy convenient, but they come with several hefty costs | CBC News
Date: Saturday, May 15, 2021 10:39:39 AM

CANADIAN CITIES ARE NOW BANNING DRIVE THRUS: THEN WHY IS MONROVIA SO FAR BEHIND IN UNDERSTANDING HOW DETRIMENTAL THEY ARE AND INSISTING THAT HUNTINGTON DRIVE BECOME ONE WALL TO WALL DRIVE THRU?

6-22

<https://www.cbc.ca/news/canada/newfoundland-labrador/weekend-briefing-drive-thru-1.5308637>

Sent from my iPad

From: [Margaret Hope](#)
To: [planning](#)
Subject: The ins and outs of drive-thrus, and why they're bad for cities | MinnPost
Date: Saturday, May 15, 2021 10:39:39 AM

THIS ARTICLE IS TO HELP OPPOSE DRIVE THRU AT THE CORNER OF
HUNTINGTON DRIVE AND ENCINO AVENUE

<https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.minnpost.com%2fcityscape%2f2015%2f08%2fins-and-outs-drive-thrus-and-why-they-re-bad-cities%2f&c=E,1,IkeFnuyxAYMWHI5KuQr9200JGOjaIs7rNaiwrqfGck-UKoDMJLuiA9HWJTqNcx6OrhZk04tXzLxr7uq4Xwz6kzR2FY6Sy07zSFU1LpEY07CYZwofQ1vO&typo=1>

6-23

Sent from my iPad

From: [Margaret Hope](#)
To: [planning](#)
Subject: Ban drive THRUS : they increase greenhouse emissions, idling cars release
Date: Saturday, May 15, 2021 10:39:54 AM
Attachments: [IMG_0946.PNG](#)
[ATT00001.txt](#)

Carbon filled, deadly fumes. NO TO ANY MORE DRIVE THRUS IN MONROVIA.

6-24

Brenda Quezada

From: Margaret Hope <margarethope1000@icloud.com>
Sent: Saturday, May 15, 2021 10:40 AM
To: planning
Subject: Why are so many American cities banning fast-food drive-thrus?

<https://www.today.com/food/cities-ban-drive-thrus-improve-americans-health-t164732>

6-25

Sent from my iPad

From: [Margaret Hope](#)
To: [planning](#)
Subject: Why are so many American cities banning fast-food drive-thrus?
Date: Saturday, May 15, 2021 10:40:28 AM

<https://www.today.com/food/cities-ban-drive-thrus-improve-americans-health-t164732>

6-26

Sent from my iPad

From: [Margaret Hope](#)
To: [planning](#)
Subject: Monrovia
Date: Monday, May 17, 2021 12:24:29 AM

When did we become a city only for business ... and citizens are pushed
Into last place? Oh yes, it's always been that way as the town becomes more
greedy And less caring about the well being of those who live in 'certain areas' . . .
Those unfortunates who live near commercially viable and profitable geographic
centers. the city motto might well be: “. We will gobble up your land for shortsighted
Gluttonous profit motives and when those ventures Collapse we will then sell to the
The next highest bidder until stately businesses are no more and ugly, crowded,
Unneeded fast food joints dot every few feet but NOW will operate 24 HOURS A DAY
7 DAYS A WEEK” ... to cater to non residents far and near, inviting drifters, drunks,
NOISE, idling CARS, litter, loiterers and the homeless new places to infiltrate. . .
People with guns, 'I want what I want NOW attitudes' and utter chaos to butt up ugly commerce next door To
decent, quiet homes. Always with promises of pocket parks
Which never transpire into reality.

6-27

You are relatively safe if you are fortunate enough to live above Foothill, but
Woe to those unfortunates living near Huntington Drive or Duarte Road. . .Noise,
Deadly vehicle fumes, 24/7 living nightmare scenarios where half century
Promises still lie unmet and trees are deliberately left to die unwatered...
Where IF you speak up or express alarm you are harassed or ignored or have
The police threaten compliance to speed up the degradation of your property
That the city wants but can no longer “TAKE” thru Eminent Domain and
Condemnation. this seems to be the ‘GAME’ played in the city. . .where
The obliteration of housing gives way to monstrous high density dwelling
Structures and OVERCROWDING OF PEOPLE and never ending expanses
Of NON ESSENTIAL BUSINESS.. . . always boiling down to FAST FOOD JOINTS
NOW OPEN 24/7. What an IDIOTIC NIGHTMARE! WHO SUPPORTS THESE
DEATH TRAP DECISIONS? Look around Huntington Drive and see it happen...
[See the trees disappear and homes vanish in favor of thousands of people
Driving around to wait for bad food served extra fast with extra sauce 24/7]. Are
The taxes generated worth the complete destruction of a town? Monrovia
Could someday become the freak city of madmen willing to trade life for cheap
Money .. and offered enough money, would Monrovia bulldoze everything and
Charge money to wander thru a war torn mountain of lifeless debris?

6-28

It seems so.

.....Name Withheld

From an 80 year life time resident with grandparents owning properties from Early 1920s left reeling from
experiencing non stop destruction of a once lush, natural
Landscape, peaceful and quiet with acres of space and trees to run and feel
Free and roam . . . To feeling WAR torn And battled scarred ghetto-ized , overpowered, overcrowded and
overrun. This is Monrovia near Huntington Drive.

6-29

Sent from my iPad

From: [Margaret Hope](#)
To: [planning](#)
Subject: Tweet by Big AI on Twitter
Date: Monday, May 17, 2021 12:34:01 AM

 **Big AI** 
@1307th

pic.twitter.com/XN7XTddDJR

5/16/21, 7:48 PM

6-30

Sent from my iPad

From: [Margaret Hope](#)
To: [Sheri Bermejo](#)
Subject: The right place for the CFA drive thru is the corner of Huntington Drive and Fifth Ave. The old Macaroni Grill spot works better traffic wise because of the
Date: Friday, May 21, 2021 3:04:30 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Traffic lights and no neighbors to complain. It may be smaller but no neighbors
Will complain about 24/7 traffic noise and lights.

6-31

Has this been contemplated? It needs consideration.

I'm at 1202/1203 Encino Avenue, directly south of the draconian wrong place
You are all so enamored of. . .it will ruin my life day in and night out.
These past few months without Claim Jumper traffic noise has been MY ONLY
PEACE AND QUIET SINCE 1990!! . . .30 years of NON STOP NOISE, CARS, LITTLER,
EXHAUST . . . 30 YEARS! How much longer is this sentence to cruel and unusual
Hardship is going to continue . . . Until I finally DIE.?? This nightmare existence of
NO PEACE AND NO QUIET BEGAN in 1968 when the 210 Freeway began. We've
Been exploited and subjected to 24/7 nonstop torture from cars, traffic, people...
24/7. . .NON STOP! WHEN DO I GET A CHANCE TO REST? WHEN?

6-32

AND NOW. . .you greedy consumer driven MADMEN WANT TO DOUBLE DOWN
ON THE PAIN AND NOISE...edging under 100 feet from where I live and sleep.
STOP! JUST STOP! GO TO the old Macaroni Grill. . .you can fit it in there.
Leave me some tiny bit of peach before I die!

6-33

Margarethope

past. Opulent of months has

Sent from my iPad

Begin forwarded message:

From: Margaret Hope
<margarethope1000@icloud.com>
Date: May 21, 2021 at 7:18:59 PM PDT
To: gcrudginton@ci.monrovia.ca.us
**Subject: It's Time to Bust the Myth That Endless
Economic Growth Is Good for Us**

ENDLESS, MINDLESS GROWTH IS BAD FOR US. .
.MINDLESS DESTRUCTION
OF THE ENVIRONMENT IS THE END RESULT OF
ENDLESSLY PUSHING, SELLING
USELESS FAST FOODS IN CITY WITH WALL TO
WALL FAST FOODS AND COFFEE
SHOPS. PLANT TREES, MAKE PARKS... GO IN
ANOTHER DIRECTION MONROVIA!

[https://truthout.org/articles/its-time-to-bust-the-myth-
that-endless-economic-growth-is-good-for-us/](https://truthout.org/articles/its-time-to-bust-the-myth-that-endless-economic-growth-is-good-for-us/)

Sent from my iPad

6-34

From: [Margaret Hope](#)
To: [Sheri Bermejo](#)
Subject: Fwd: It's Time to Bust the Myth That Endless Economic Growth Is Good for Us
Date: Friday, May 21, 2021 7:21:23 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from my iPad

Begin forwarded message:

From: Margaret Hope <margarethope1000@icloud.com>
Date: May 21, 2021 at 7:18:59 PM PDT
To: gcrudgington@ci.monrovia.ca.us
Subject: It's Time to Bust the Myth That Endless Economic Growth Is Good for Us

ENDLESS, MINDLESS GROWTH IS BAD FOR US. . .MINDLESS
DESTRUCTION
OF THE ENVIRONMENT IS THE END RESULT OF ENDLESSLY
PUSHING, SELLING
USELESS FAST FOODS IN CITY WITH WALL TO WALL FAST FOODS
AND COFFEE
SHOPS. PLANT TREES, MAKE PARKS... GO IN ANOTHER DIRECTION
MONROVIA!

<https://truthout.org/articles/its-time-to-bust-the-myth-that-endless-economic-growth-is-good-for-us/>

Sent from my iPad

6-35

From: [Margaret Hope](#)
To: [Sheri Bermejo](#)
Subject: Re: It's Time to Bust the Myth That Endless Economic Growth Is Good for Us
Date: Saturday, May 22, 2021 11:54:43 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

* thank you Sheri BERMEJO.

You the only person to reply to any of my email or phone calls,
So I didn't know if any had gone through. I really want to know if the corner
Of Huntington and Fifth has been considered? (Former Macaroni Grill) I know the spot and
that traffic Flow would be constricted v Encino ..and tie up traffic on Fifth
Avenue. . But. .and some of the same would happen on Huntington Drive with steady
Flood OF cars entering/exiting from Huntington. . .but the consequences may be
More serious with certainty of piling up or stopping the exit from 210 Fwy to wait
For cars trying to enter combined with cars trying to exit Huntington. . .
. . .but someone could condense the shops at Macaroni Grill And traffic Flow
to make it work ... there would be a different set of traffic problems. . .but...

6-36

That choice would spare me a completely ravaged and tortured life for the rest
Of my life. Because the City has never considered the impact on MY life.. I've
Been bombarded with 24/7 freeway noise, deadly air since 1969. It has never
Stopped! And don't tell me to move!

On one hand the city trashes this location
With heavily trafficked use, making money. . . On the other hand the city downgrades
The same area, characterizing the value of land here as "worthless". Strange
Combination. . ."valuable, desirable"...but..."worthless, disgusting " .. which is it.?

If the city still had Eminent Domaine as a tool this property would have been snatched
Up decades ago and turned into more tax generating enterprises. Instead,greedy
Realtors insult me, rip down my fencing, tear out hedges, run over my pets, hire trucks to Run
into my trees and crush the city's water meters (which I had to pay \$2500. To replace) ...even
when I had the license numbers to substantial the assaults,
and the poisoning myself AND my trees ... the poisoners were people renting a realtor owned
adjoining Apartment. . .using the same chemicals to kill my 50 year old trees and manufacture
meth.

6-37

And no one acts to stop the problems. As one local realtor said to me ... "You are too
Stupid to know the value of your property and I want it. I want to control this entire
Corner "(.Why should they care. . .they don't live Here . . .but I do!) And I KNOW THE
VALUE OF THIS CORNER PROPERTY. And of course there is dialogue between
The realtors and city leaders who want me gone.

It's the symbiotic relationship between the police and the city over the years
That also frightens me. . . Over the last 30+ years, individual patrol cars have stopped
And "ordered me to cut down my trees". When I have asked why I was told that
"The police wanted to be able to see into my yard". Who prompted that? More
Likely realtors/city want me driven out to take land. History takes note of the

Common practice of WAR TIME aggressors TACTICS: Rape and brutalize the Citizens, Kill the old people, CHOP ALL TREES DOWN, DESTROY THE HOUSES and leave The area DECIMATED. . .DRIVE THE PEOPLE OUT. THESE ARE WAR TACTICS! . . .but it certainly feels like what is happening in Monrovia!!

Again...take a lesson from San Marino: they have NOT destroyed homes for The cheap, easy fast food 'fixes',; they have maintained a depth of beauty, they have Not over built they do not cut old standing trees. Whereas Monrovia has led with DESTRUCTION of OAK TREES (80y) SINCE IVE LIVED HERE. . .ALL TO EXPEDITE MORE AND MORE, WALL TO WALL CHEAP FAST FOOD JOINTS OR QUICK FIXES FOR QUICK TAX BUCKS. . .sounds like prostitution. . .AND EACH TIME AFTER 20-30 YEARS,. . .A L L. . .THE TREES FROM THE PREVIOUS "FAST FOOD OR TEMPORARY "IT" (new idea). . . .all the trees last planted for the Last project are CUT DOWN and new two feet tall replacement shrubs replanted. LEAVE THE LANDSCAPING. . .LEAVE THE OLD TREES. . .LET the TREES MATURE TO HELP LOWER TEMPERATURES, STOP DESTROYING THE LAST TREES FROM THE LAST TAX GRAB PROJECT ... PROTECT OF SHADE, PROTECT OUT TREE SUPPLIED OXYGEN. ... NOOOO.....it's always DESTROY AND REPLANT! AS IF THE WORLD HASNT GIVEN ENOUGH INFORMATION ABOUT DESTROYING OUR OXYGEN SUPPLYING QUALITY OF OLD TREES AND OUR 'SENSE OF PLACE.'

6-37
cont.

Our sense of place is not found in newer commercial buildings. . .it is found in NATURE. THE TREES THAT SURVIVE 100, 200, 400 years. EVERY OTHER CITY PROTECTS AND CHERISHES ITS OAKS... NOT MONrovia. I've begged The city and Parks Dept to save, to water just two trees on SE corner of Alta And Encino ... one being the LAST REMAINING OAK. . .NOTHING IS DONE. THE OAKTREEINN OAK IS DYING BECAUSE THE CITY DEMANDS OF REPLACING A CURB ON THE ROOT SYSTEM...CUTTING THE ROOTS...THE TREE IS SLOWLY DYING AND NO ONE SEES. BUT I DO, I SEE AND FOR 10 YEARS IVE BEEN ASKING THE CITY TO AT LEAST GET WATER TO THESE TWO TREES. One stands on city Property but is left unwatered year after year because the absent owner doesn't Want the 65+yo tree there. When are you going take action.?

.BUT "N O" .. always, over and over and over, again and again and again, ...new project, CLEAR CUT ALL THE NOW MATURE TREES, and start again! INSANITY. STOP GIVING AWAY EVERYTHING OF VALUE, ie (LIFE), STOP TRADING LIFE FOR MONEY! and that IS what you are doing! I feel like I have been living in An active WAR-TORN AREA SINCE 1970. WHEN IS IT GOING TO STOP???

Why not take these two acres and ACTUALLY TURN IT INTO A GREEN SPACE.. A DESPERATELY NEEDED PARK-LIKE SETTING COVERED WITH 80 leafy trees (Not useless desert cactuses)...with grass and walking paths. THAT'S WHAT'S NEEDED HERE. . .NOT ANOTHER FAD DRIVE-THRU FAST FOOD FAST COFFEE WITH QUICK MONEY AND CARS AND MARAUDING LOUD PEOPLE.AND NOISE AND FUMES AND LITTER AND FIGHTS AND MAYHEM AND BLARING LIGHTS AND SPEAKER ORDERS THAT WILL MAKE THIS AREA

6-38

UNLIVABLE. . . A N D . . .and ALL THIS CHAOS 24 HOURS A DAY, 7 DAYS A WEEK.

HOW DARE YOU EVEN CONTEMPLATE THIS AS ANYTHING BUT A RESOUNDING NO . .NO . . NO . . NO . . It's the wrong place. Perhaps after 2050 when all cars Have gone electric. . .BUT NOT NOW.

ANY person on the City Council willing to
Vote FOR this CARES NOTHING FOR PEOPLE, ... CARES ONLY FOR CHEAP,
VULGAR,
DESTRUCTION OF LIFE and the short sighted grabbing for money. You are
Pathetically Ill informed . How much further can you trash this few square miles...
Unless future people open up all the land north of foothill to ghettoize.

Thank you.

6-38
cont.

Sent from my iPad

On May 21, 2021, at 8:44 PM, Sheri Bermejo <sbermejo@ci.monrovia.ca.us>
wrote:

Just wanted to let you know that I am keeping all your emails and they will be
provided to the Planning Commission on June 9th.

I hope you have a good weekend.

Best regards,
Sheri

Sheri Bermejo
Planning Division Manager
626-932-5539

Sent from my iPhone

On May 21, 2021, at 7:21 PM, Margaret Hope
<margarethope1000@icloud.com> wrote:

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open attachments unless you recognize the sender and know the content is safe.

Sent from my iPad

From: [Margaret Hope](#)
To: [Sheri Bermejo](#)
Subject: Fwd: WE DONT WANT and WE DONT NEED ANOTHER FAST FOOD DRIVE-THRU on HUNTINGTON DRIVE.
Date: Saturday, May 22, 2021 5:42:22 PM

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Sent from my iPad

Begin forwarded message:

From: Margaret Hope <margarethope1000@icloud.com>
Date: May 22, 2021 at 5:37:46 PM PDT
To: chamber@monroviacc.com
Subject: WE DONT WANT and WE DONT NEED ANOTHER FAST FOOD DRIVE-THRU on HUNTINGTON DRIVE.

- | | |
|--|------|
| 1: ITS THE WRONG PLACE. SURFACE STREET TRAFFIC WILL BACK UP INTO FREEWAY ENTRANCE/EXIT TRAFFIC . | 6-39 |
| 2: DO NOT ALLOW ANOTHER 24 HOUR A DAY - 7 DAYS A WEEK FAST FOOD DRIVE THRU ON HUNTINGTON DRIVE. | 6-40 |
| 3: WE HAVE TOO MANY FAST FOOD BUSINESSES ALREADY. . . WE ALREADY EXPERIENCE TRAFFIC CHAOS FROM THE TOO MANY WE HAVE. | 6-40 |
| 4: Other CITIES are now BANNING THESE DRIVE-THRU FAST-FOOD PIT STOPS. | |
| 5: WE DESPERATELY NEED GREEN SPACE WITH TREES. . . A PLACE FOR LOCAL RESIDENTS TO WALK... AN OASIS. | 6-41 |
| 6: MONROVIA HAS PROMISED A GREEN SPACE PARK HERE FOR 40+YEARS;
HERE IS THE CHANCE TO CHANGE DIRECTIONS; turn the page on out dated thinking. Begin a new chapter. PUT PEOPLE FIRST. | 6-42 |
| 7: BUILD A TREE PARK. PLANT 80 TREES WITH MEANDERING PATHS...
GIVE PEOPLE A PLACE TO WALK THEIR DOGS AND REST FOR A BRIEF MOMENT. | 6-43 |

LONG RUN BENEFITS WILL OUTLAST ANY FAST FOOD, TEMPORARY
INSTANT
GRATIFICATION FAST FOOD STOP.

6-43
cont.

8: THERE ARE ENOUGH COMPETING 'FAST FOOD' PLACES TO SERVE
ANYONE SEARCHING FOR SOMEPLACE TO EAT. . .WALL TO WALL
FOOD
SERVICE VENUES WITHOUT BUILDING ANOTHER.

9: WE DO NOT NEED EVEN ONE-MORE INSTANT, FAST FOOD 'PIT
STOP"
ON HUNTINGTON DRIVE.

10: WE NEED TO ABSOLUTELY BAN A L L 24 HOUR, 7 DAYS A
WEEK FAST FOOD
DRIVE THRU. THEY WILL ONLY BRING CHAOS AND DANGER TO
ANY
AREA WHICH OPENS ONE... FIRST WILL COME DANGEROUS,
INTOXICATED
PEOPLE WITH WEAPONS; THEN THE NON-STOP NOISE, THE NON-
STOP LITTER,
THE NON-STOP PEOPLE 'HANGING OUT', NEXT THE FIGHTS, THE
HORNS, THE
TOXIC FUMES.

6-44

11: THE AREA WILL BECOME DEGRADED, THE NEIGHBORING
BUSINESSES WILL BECOME DEGRADED, THE NEIGHBORHOOD WILL
BECOME
DEGRADED AS MORE AND MORE UNDESIRABLE ELEMENTS FIND
THEIR WAY
TO THE "OPEN ALL NIGHT" HANGOUT.

12: Weve all seen the DEADLY GUN FIGHTS across the country at these
"OPEN ALL NIGHT" HANGOUTS. THESE OPEN 24/7 hangouts WILL
BRING DANGEROUS PEOPLE INTO OUR NEIGHBORHOODS ..

6-45

* * * * *

WE'VE ALREADY HAD ONE EXPERIENCE HERE WITH A NIGHTCLUB
OPEN UNTIL
2:AM. . . INTOXICATED PEOPLE FIGHTING IN THE STREETS, SCREAMS
AT
3AM, PEOPLE STUMBLING INTO OUR YARDS AND HOUSES, INTO OUR
neighborhoods. . THIS IS A SET-UP THAT WE CANNOT ALLOW TO
BEGIN.

Thank you.

ON HUNTINGTON DRIVE IN MONROVIA

Sent from my iPad

From: [Margaret Hope](#)
To: [Sheri Bermejo](#)
Subject: Fwd: Chick-Fil-A gradually getting worse : ChickFILA
Date: Sunday, May 23, 2021 7:12:44 PM

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Sent from my iPad

Begin forwarded message:

From: Margaret Hope <margarethope1000@icloud.com>
Date: May 23, 2021 at 7:07:56 PM PDT
To: tadams@ci.monrovia.ca.us
Subject: Chick-Fil-A gradually getting worse : ChickFILA

https://www.reddit.com/r/ChickFILA/comments/hakjpv/chickfila_gradually_getting_worse/

Sent from my iPad

From: [Margaret Hope](#)
To: [Sheri Bermejo](#)
Subject: Fwd: This Fast Food Restaurant Still Has The Slowest Drive-Thru . Chick-fil-A
Date: Sunday, May 23, 2021 7:17:10 PM

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Sent from my iPad

Begin forwarded message:

From: Margaret Hope <margarethope1000@icloud.com>
Date: May 23, 2021 at 7:15:59 PM PDT
To: chamber@monroviacc.com
Subject: Fwd: This Fast Food Restaurant Still Has The Slowest Drive-Thru . Chick-fil-A

Sent from my iPad

Begin forwarded message:

From: Margaret Hope <margarethope1000@icloud.com>
Date: May 23, 2021 at 7:15:28 PM PDT
To: gerudgington@ci.monrovia.ca.us
Subject: This Fast Food Restaurant Still Has The Slowest Drive-Thru . Chick-fil-A

<https://www.mashed.com/257244/this-fast-food-restaurant-still-has-the-slowest-drive-thru/>

Sent from my iPad

From: [Margaret Hope](#)
To: [Sheri Bermejo](#)
Subject: Fwd: Chick-fil-A reviews in Los Angeles, California, USA.
Date: Sunday, May 23, 2021 7:37:28 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from my iPad

Begin forwarded message:

From: Margaret Hope <margarethope1000@icloud.com>
Date: May 23, 2021 at 7:34:27 PM PDT
To: dfeik@ci.monrovia.ca.us
Subject: Chick-fil-A reviews in Los Angeles, California, USA.

REVIEWS STAT CHICK-FIL-A WORST FOOD, SOGGY FRIES, SLOW
SERVICE,
MISPLACED ORDERS . + SOUTHERN BAPTIST BIASES

https://www.sirved.com/restaurant/los_angeles-california-usa/chick-fil-a/661181/menus

Sent from my iPad

6-48

From: Margaret Hope
<margarethope1000@icloud.com>
Date: May 23, 2021 at 7:47:50 PM PDT
To: Sheri Bermejo <sbermejo@ci.monrovia.ca.us>
Subject: Fwd: Why even consider destroying this part of Monrovia, adding cars, fumes, noise

Sent from my iPad

Begin forwarded message:

From: Margaret Hope
<margarethope1000@icloud.com>
Date: May 23, 2021 at 7:46:16 PM PDT
To: dfeik@ci.monrovia.ca.us
Subject: Why even consider destroying this part of Monrovia, adding cars, fumes, noise

24/7 for unhealthy food. Pure salt, soggy fries. You can't be that desperate!
Turn this land into the much needed pocket park filled with trees!

<IMG_1060.PNG>

Sent from my iPad

From: Margaret Hope
To: Margaret Hope
Subject: Paul: Why even consider destroying this part of Monrovia, adding cars, fumes, noise
Date: Sunday, May 23, 2021, 7:46:12 PM
Attachments: [Chick-fil-A](#)

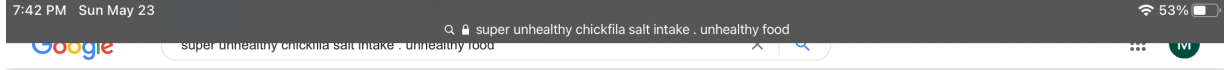
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Sent from my iPad

Begin forwarded message:

From: Margaret Hope <margarethope1000@icloud.com>
Date: May 23, 2021 at 7:46:16 PM PDT
To: dick@ice.monrovia.ca.us
Subject: Why even consider destroying this part of Monrovia, adding cars, fumes, noise

24/7 for unhealthy food. Pure salt, soggy fries. You can't be that desperate!
Turn this land into the much needed pocket park, filled with trees!



Considering the daily recommended maximum **sodium intake** is 2,300 mg, chowing down on one **Chick-fil-A** sandwich is fairly detrimental to your **diet**. This higher **sodium** content is likely due to the brine that the breast is bathed in, which yes, should make the chicken more tender and juicy — but at a price. Jan 30, 2019



<https://www.mashed.com/why-you-should-never-eat-at-...>
Why You Should Never Eat At Chick-Fil-A Again - Mashed

About featured snippets · Feedback

People also ask

- What is the unhealthiest food at Chick-Fil-A?
- Is it bad to eat Chick-Fil-A everyday?
- Are Chick-Fil-A fries unhealthy?
- What is the healthiest thing on chick-fil-a menu?

Feedback

<https://www.eatthis.com/chick-fil-a-menu>
Every Chick-fil-A Menu Item—Ranked For Nutrition | Eat This ...

Mar 2, 2016 — We ranked the entire Chick-fil-A menu to sift the healthy orders from the waist-ballooning ones. ... which is fast-food code for they're cheap to make and bad for you. ... The sugar count's super low, the sodium's kept in check (relatively), ... Start your day with ⅔ of your recommended sodium intake and you'll ...

<https://www.thedailymeal.com/eat/unhealthiest-chic-...>
Unhealthiest Chick-fil-A Menu Items - The Daily Meal

Jun 16, 2016 — Dan Myers. Chick-fil-A has plenty of unhealthy options on their menu. Chick-fil-A's ... These are the five unhealthiest food items on the regular Chick-fil-A menu, from a calorie standpoint. ... Sodium: 1320 milligrams. #4 Spicy ...
Missing: super intake

Sent from my iPad

Sent from my iPad

On May 24, 2021, at 8:41 AM, Tom Adams <Tom@c21ab.com> wrote:

Margaret,

Thanks so much for all of your emails.

I would love to see a park there. The property is owned by a private individual, being leased to a tenant.

The only way to make this a park would be to buy it, somewhere in the Millions of Dollars. Monrovia doesn't have any extra money for that but if you know of someone who does, perhaps they could fund it.

Until then the only choice we have is to move forward.

Thank you,

Tom Adams

From: Margaret Hope <margarethope1000@icloud.com>

Sent: Sunday, May 23, 2021 7:49 PM

To: tadams@ci.monrovia.ca.us <tadams@ci.monrovia.ca.us>

Subject: Fwd: Why even consider destroying this part of Monrovia, adding cars, fumes, noise

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Sent from my iPad

Begin forwarded message:

From: [Margaret Hope](#)
To: [Sheri Bermejo](#)
Subject: Fwd: Why even consider destroying this part of Monrovia, adding cars, fumes, noise
Date: Wednesday, May 26, 2021 10:07:27 PM

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Sent from my iPad

Begin forwarded message:

From: Margaret Hope <margarethope1000@icloud.com>
Date: May 26, 2021 at 10:03:35 PM PDT
To: Tom Adams <Tom@c21ab.com>
Subject: Re: Why even consider destroying this part of Monrovia, adding cars, fumes, noise

Isn't that individual Dick Hale? That's what I thought. Calculating his profits In building another unnecessary quick 24/7 food grease pit when there are Dozens up and down Huntington already...each vying for top contender for The worst food, most disturbing consequences, loss of the few remnants of Any semblance of the park like setting we once were. . .surely he owes something in exchange.!

You as city council members and you as Mayor, must have some power to enact some demand on how these Profiteers use or continue using our land as THEIR private whores. . .exacting complete Destruction and mayhem merely for profit. He's from Idaho, right. Why should He care. . .IF Monrovia doesn't enact any modicum of protection (restrictions) On what happens to the land ... and uses the word 'landscaping' as a pretense For digging a few holes, planting a few worthless palm trees, keeping them alive 'for show' for A few minutes until the next failed project and the NEXT round Of tree clearcutting begins. Unlike SANE people and towns which BAN fast food pit stops and UNDERSTAND THE VALUE OF MATURE TREES and Make LIFE A NUMBER ONE PRIORITY , we DONT seem to understand how bad these instant food and coffee places are. . . Instead of breathable air, peace and quiet Star filled nights. . . Monrovia mindlessly chooses the bright bobble and FAST FIX, does anything to make sure We get this newest gaudy toy. . .regardless of the cost. Evidently the people

Who vote yes on these nightmare projects don't realize the value of life.

Until the next 'project' destructive downgrading takes place (and no demands Are in place to protect what takes 40-65 - 200 years to grow (ie trees) . . .the city Allows this mockery to continue ... again and again. Send him back to where He came from and let him destroy HIS homeland. Stop letting these evil people Come here and destroy our land for their profit.!

6-53

I'm sure a good attorney could construct an exact demand (such as "show me The body) to keep trees for 100 years. . .to enhance the area, to keep the land Alive...to stop continuing to destroy every living thing for the sake of "moving forward."

Cant you see how South PASadena or San Marino do this.? Evidently not. . . Because here you go again. . . Lamenting your worn out excuses of "There's Nothing we can do."

That's a limited, feeble excuse for letting your land (daughters) be raped again and

Again and again. . .with only a whimper that "there's nothing we can do...!?!... Poorlittle us. . .at the mercy of these monied, opportunistic, fancy high rollers Who CARE. N O T H I N G. for the land or the people they use an\$ continue to Degrade our neighborhoods, decade after decade, and with each pass through, the name of the game becomes

A little bit sleazier, faster, cheaper, ...AND NOW 24/7????? Are you kidding me???

HOW MANY COFFEE SHOPS DO WE NEED.? STAY HOME AND MAKE YOUR

OWN COFFEE AND COOK YOUR OWN FOOD! We have enough fat unhealthy

Fast food joints on every corner from Oregon to San Diego.

You allow that and Monrovia slidesDown into the Watts ghetto reputation...no trees, houses 25 ft apart, gangs, guns, drive by shootings. . . More crime... all good and

6-54

Fine for you...until they find their way to your house, to everyone above Hillcrest...

Then what? You OK with that? STOP IT before this condemns the entire town, Like dominoes. Nothing good can come of a fast food joint (x2) open 24/7.!

And while I'm at it. . .you telling me you need to spend \$140,000 for a sign Saying 'Welcome to Monrovia?'. . a thousand dollars should suffice. Are you Just as addicted to flashing cash. . .? Like I said...San Marino seems to be Doing it right... why don't you look at them and rethink what you're doing. People

NEED AND WANT STABILITY... 400 year old oaks... green peaceful surroundings...

even a two year old will gravitate To the shade of the oak vs the stench of glitter, grease, squealing cars, smoke exhaust, yelling screaming fighting blaring jPA systems, lights at 2AM. You telling me you can't do anything except 'cave' to the carpet bagger's "anything Goes" (NO VALUES) next big idea? The operative

word here is, "NEXT".

He's selling you a system ... quick and easy poison... cheap little boxes, plenty Of cars, tons of noise. . .for only TWENTY FOUR HOURS A DAY, SEVEN DAYS A WEEK.

ARE YOU OUT OF YOUR MINDS? evidently so! . . .

And you know it. Fast Cash, the thrill of the momentary fix... ..let the Property owner further descent into a 'drug mentality...nothing less... ..and you Are letting it happen. . . Dragging all of us with it . .until the glitter fades and. . .what next?... .a Hell'ish Angels
Motorcycle haven with chop shops, oil grease, drugs. . .the complete downfall of What should (could) be managed carefully. . .with a 100 year look down the road...

But no. . . . And. . .just WHY are you going so far as to let this even begin??

Cant you see what Huntington Drive is already becoming??? Every other business

Is now another fast food 'quick' experience... promising...what ...? Some newer thrill?

You need to stop this insanity. If you had the will.

I certainly know attorneys who
Could write something to tie this up for years. . .environmental, Climate change, Health. . .you name it...why don't you TRY and take another direction... for The sake of life itself. You and your fellow councilmen could JUST SAY NO!!
'NO TO MORE BLIGHT . NO MORE TO FAST AND CHEAP. NO TO PROPERTY OWNERS WHO MINDLESSLY DESTROY ENTIRE NEIGHBORHOODS IN EXCHANGE FOR \$\$\$...because you want more of that quick tax cash...
BUILD ANOTHER PARK...LIKE THE new library space ... you're selling out...
I don't see you even trying to stop this downward spiral Into quick-fix ugliness!

The final irritating little cloak and dagger dig comes in the form of teasing
The naive local is that "you can have an 8000sqft park! ". Not gonna happen!..
NEVER

Gonnahappen! I've been hearing this 'come on' for decades. Make them
Build a park and donate it to the city. . .then LATER they can ask for a permit to
Add another unwelcomed, DOESNT fit, cheap, fast food dive... AFTER they
build

The park. . .kind of good will gesture. Let's see what happens.

Say goodbye to the scamming slick tongued beguiling fast talkers who offer
You cash for life ... it isn't worth it. Stop this project.

Sincerely.
M Hope

6-54
cont.


From: [Margaret Hope](#)
To: [Sheri Bermejo](#)
Subject: Fwd: Tweet by Historical Artifacts on Twitter
Date: Wednesday, May 26, 2021 10:25:42 PM

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Sent from my iPad

Begin forwarded message:

From: Margaret Hope <margarethope1000@icloud.com>
Date: May 26, 2021 at 10:23:40 PM PDT
To: tadams@ci.monrovia.ca.us
Subject: Tweet by Historical Artifacts on Twitter



Historical Artifacts
[@ArtifactsHub](#)

The Seven Sisters Oak is the largest certified southern live oak tree, estimated to be up to 1,500 years old
pic.twitter.com/mDGW3ToQ2D

5/25/21, 8:02 PM

THIS HAS REAL VALUE. A FAST FOOD JOINT IS NOTHING BUT A TEMPORARY FIX.

Sent from my iPad

From: [Margaret Hope](#)
To: [Sheri Bermejo](#)
Subject: Who owns the land for the proposed Chick-fil-A on Huntington Drive/Encino Avenue?
Date: Thursday, May 27, 2021 8:45:47 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Tom Adams wrote me and said. . ."Unfortunately the land is privately owned"
And suggested that there was "no way" he could do anything about what type
Of business went in unless I could afford to buy it myself.

I don't believe him. I would write the owner myself if I had his email address.
This city used Eminent Domain freely when it had that power. It took anything
It wanted at any time. Now the city lets the land owner dictate what happens
Under the guise of progress. Every time you allow greedy business opportunists
Free wheeling reign over land use We lose something that will take years to recover from, if ever. We lose our
trees, we lose our privacy, we lose our peace and quiet.
This seems to be the new (OLD) business as usual model. STOP IT.

I Don t believe that the planning department cannot suggest a different use or
that all The trees planted every thirty years can't remain or that some magic power gives An owner the absolute
right to bulldoze every living shred of life and install
Laughable three inch tall temporary replacement plants .. all only to expedite
The real purpose of the project. . . DESTROY, USE WITHOUT REGARD FOR
HUMAN LIFE OR THE NEIGHBORHOOD.

WHAT STANDARDS DO YOU HAVE. . .NONE?. . .THAT YOU WOULD EVEN ALLOW
THE CONTEMPLATION OF SUCH RUINOUS DISREGARD FOR LOCAL PEOPLE.
When do you tell the owner that HIS PROJECT DOESNT FIT? NEVER??

SO IT ALWAYS AND ONLY ABOUT MAXIMIZING PROFITS?. . . Well. . .
There must be EVEN MORE destructive and degrading 'business models' that
Would work . . .torture chambers? Sex trade 'instant gratification chambers.?
Quick instant 'fixes' that turn people into fat, mindless zombies? . . .oh, right,
That is what's being proposed here again,. . .a quick-fix den! Lots to choose from. They're all over the place...
AND... every block MUST HAVE A DRIVE THRU COFFEE SHOP / FASTER FAST FOOD/BAD
FOOD/INSTANT FOOD PLACE. CANT YOU SEE
THAT THERE ARE TOO MANY ALREADY?? We don't need another gathering
Spot for sharing deadly viruses... maybe instead of fast food you could call them
CONTAGEOUS DEATH TRAPS ...FAST SPREAD DEADLY VIRUS SPREADING
GATHERING PLACES ... ONE STOP DEATH. ..?? makes about as much sense...

Just as the pandemic has revealed 'how much we hate our jobs', ... Climate
Change has revealed that destroying our environment threatens our very existence) so...Why are we using the same
destructive
Models of business that other cities are now BANNING?
We now have a chance to reinvent NEW TAX REVENUE MODELS . . .We certainly
Have TOO MANY FAST FOOD JOINTS ... some 9,000 of these NON ESSENTIAL
food places have closed across the country since the pandemic. Why ram another
Bad food joint into our lives when we plenty of other bad food places to choose from?

This proposal is bad news for us. Wrong place, period. VOTE NO. STOP IT.

M Hope

Sent from my iPad

From: [Margaret Hope](#)
To: [Sheri Bermejo](#)
Subject: Fwd: Tweet by AP Health & Science on Twitter
Date: Thursday, May 27, 2021 5:10:00 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from my iPad

Begin forwarded message:

From: Margaret Hope <margarethope1000@icloud.com>
Date: May 27, 2021 at 5:06:45 PM PDT
To: tadams@ci.monrovia.ca.us
Subject: Tweet by AP Health & Science on Twitter



AP Health & Science
[@APHealthScience](#)

Five-year climate forecast: More high heat, continuing U.S. Southwest drought and 40% chance of a year that exceeds Paris warming goal.
apne.ws/i9RBga9
5/26/21, 5:14 PM

This is why we should NOT have a drive thru fast food/coffee stop On Huntington Drive and Encino Avenue. We've already had a 117* Heat wave in Monrovia . . .this drive thru model will make the heat Even more intense. We need trees in areas like this, NOT MORE CARS.

Sent from my iPad

From: [Margaret Hope](#)
To: [Sheri Bermejo](#)
Subject: Fwd: Measuring surface temperatures on 100-plus degree day
Date: Thursday, May 27, 2021 5:49:31 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from my iPad

Begin forwarded message:

From: Margaret Hope <margarethope1000@icloud.com>
Date: May 27, 2021 at 5:47:26 PM PDT
To: tadams@ci.monrovia.ca.us
Subject: Measuring surface temperatures on 100-plus degree day

STOP ASPHALT COVERED DRIVE THRU FAST FOOD BUSINESSES.!

MONROVIA HAD 117* HEAT LAST YEAR; IT WILL BE HOTTER THIS YEAR.!

ASPHALT COVERED DRIVE THRUS REACH OVER 165 DEGREES WHEN AIR TEMPERATURES REACH OVER 110 DEGREES.!

165 DEGREE GROUND HEAT WILL KILL YOU,!
165 DEGREE GROUND HEAT WILL KILL YOUR CHILDREN,!
165 DEGREE GROUND HEAT WILL KILL YOUR ELDERLY GRAND PARENTS,!
165 DEGREE GROUND HEAT WILL KILL YOUR PETS !

WHEN AIR TEMPERATURES EXCEED 110 DEGREES...PEOPLE DIE.!!!

WHY IS MONROVIA INVITING DEATH TRAPS INTO OUR CITY FOR FAST FOOD? WHY DOES THE CITY ALLOW INVITE LONG LINES OF IDLING CARS TO SPEW OUT DEADLY FUMES WHICH KILL US?

TELL MONROVIA TO BAN ALL FAST FOOD 24/7 DRIVE-THRU BUSINESS.!

SAVE LIVES!
BAN 24/7 BAN LONG LINES BAN DRIVE THRU DEATH TRAPS

<https://www.kwch.com/content/news/Measuring-surface-temperatures-on-100->

6-58

6-59

[plus-degree-day-383367811.html](#)

6-59
cont.

Sent from my iPad



Response No. 6

Margaret Hope

May 21, 2021 (12:51 PM); May 15, 2021 (5:11 AM); May 15, 2021 (5:49 AM); May 15, 2021 (5:52 AM); May 15, 2021 (5:54 AM); May 15, 2021 (6:05 AM); May 15, 2021 (10:32 AM); May 15, 2021 (10:38 AM); May 15, 2021 (10:39 AM); May 15, 2021 (10:39 AM); May 15, 2021 (10:39 AM); May 15, 2021 (10:39 AM); May 15, 2021 (10:40 AM); May 15, 2021 (10:40 AM); May 17, 2021 (12:24 AM); May 17, 2021 (12:34 AM); May 21, 2021 (3:04 PM); May 21, 2021 (7:18 PM); May 21, 2021 (7:21 PM); May 22, 2021 (11:54 AM); May 22, 2021 (5:42 PM); May 23, 2021 (7:12 PM); May 23, 2021 (7:17 PM); May 23, 2021 (7:37 PM); May ; 3, 2021 (7:47 PM); May 23, 2021 (7:48 PM); May 24, 2021 (8:41 AM); May 26, 2021 (10:07 PM); May 26, ; 021 (10:25 PM); May 27, 2021 (8:45 AM); May 27, 2021 (5:10 PM); May 27, 2021 (5:49 PM)

6-1 As discussed in Draft IS/MND Response 4.3(c), page 4.3-17, the number of vehicles queuing at the proposed project's drive-thru lanes and trip generation would not have the potential to create a hotspot for Carbon Monoxide (CO), nor would project emissions exceed CO federal standards. Additionally, project operations would not exceed the most stringent applicable Federal or State ambient air quality standards for emissions of CO, NOX, PM₁₀, or PM_{2.5}. As such, vehicle queuing would not project's localized emissions would not create an air quality health impact.

6-2 Refer to Response to Comment 6-1.

6-3 The commenter expresses concern over potential car idling, lighting, and noise emitted from the proposed project. Refer to Response to Comment 6-1 pertaining to car idling. The commenter expresses concern over how these changes may affect the night after 1:00 AM. As discussed in Response 4.1(d), page 4.1-8, a photometric analysis was performed for the proposed project. Draft IS/MND Exhibit 4.1-1, *Photometric Site Plan*, demonstrates the proposed lighting conditions at the project site in foot-candles. One foot-candle is roughly equal to the uniform distribution of light from an ordinary wax candle on a one-square foot surface, located one foot away from the flame. The projected light trespass illuminance from the project would be significantly less than the quantitative threshold recommended by the Electric Power Research Institute (EPRI) and the Institute of Lighting Engineers (ILE) for light spillage onto adjacent residential properties (Draft IS/MND page 4.1-8). Sensitive receptors are present to the south of the project site, south of Alta Street. As shown on Exhibit 4.1-1, projected lighting levels at the nearest sensitive receptor to the south would be 0.6 foot-candles. As such, resultant light spillover is at the E4 threshold (0.6 foot-candles for post curfew hours of 11:00 p.m. to 7:00 a.m.) shown in Draft IS/MND Table 4.1-3, *Obtrusive Light Limitations for Exterior Lighting Installations*. Additionally, the proposed project would comply with all applicable exterior lighting standards and would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Further, it is acknowledged that the project proposes two drive-thru que lanes for both the Chick-fil-A restaurant and Starbucks café. As shown on Draft IS/MND Exhibit 2-3, *Site Plan*, neither drive thru facility would be oriented toward residential uses. All other vehicle headlights on-site would be similar to the existing condition.

Draft IS/MND page 4.13-6, *On-Site Noise*, discussed noise impacts from the proposed project on sensitive uses, including residents to the south. The proposed Chick-fil-A restaurant would



operate between 6:30 a.m. to 10:00 p.m., with extended hours of 5:00 a.m. to 11:00 p.m. for employee opening/closing, Monday through Saturday. The restaurant would be closed on Sundays. The proposed Starbucks café would operate 24 hours a day, seven days a week. The primary noise sources associated with the proposed restaurant facilities would include the drive-thru intercom equipment, roof mounted heating, ventilation, and air conditioning (HVAC) units, and truck deliveries. Draft IS/MND Table 4.13-4, *Project-Generated Noise Levels at Surrounding Property Lines*, depicts project-generated noise levels from on-site drive-thru intercom equipment, HVAC units, and trucks. Noise impacts from these three sources were calculated at surrounding noise-sensitive receivers to the east (Oak Tree Inn across Encino Avenue), west (Double Tree hotel), and south (residential use across Alta Street).

Municipal Code Section 9.44.040 states that permanent project-generated noise levels should not exceed median ambient noise levels for daytime and nighttime hours. The measured median ambient noise levels were determined to be 60.8 dBA during daytime hours and 60.2 dBA during nighttime hours at surrounding residential receivers. As the proposed Starbucks café would involve 24-hour operations, both daytime and nighttime ambient noise levels would be relevant; thus, the more stringent noise limit of 60.2 dBA has been applied as noise limit for off-site noise-sensitive receivers. As shown in Table 4.13-4, noise levels from intercom equipment (i.e., drive-thru speaker boxes), roof mounted HVAC units, and truck deliveries would not exceed the median ambient nighttime (i.e., 60.2 dBA) noise levels. Therefore, project-generated noise levels associated with the proposed restaurant facilities would be in compliance with the City noise regulations found within the Municipal Code 9.44.040 at all surrounding sensitive receptors. Further, calculated cumulative noise levels from on-site operations (i.e., intercom equipment, roof mounted HVAC units, and truck deliveries) at nearby sensitive receptors indicated an increase of 2.6 dBA. Therefore, cumulative noise levels would not result in a perceptible increase (i.e., 3 dBA) in ambient noise levels. Thus, on-site operational noise impacts from the proposed restaurant facilities would be less than significant.

Further, it is acknowledged that the Draft IS/MND also considered mobile noise generated by traffic. The project-generated traffic noise levels are detailed in Draft IS/MND Table 4.13-6, *Anticipated Increase in Project-Related Traffic Noise*. According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, a doubling of traffic volumes would result in a 3 dB increase in traffic noise levels, which is barely detectable by the human ear (Draft IS/MND page 4.13-9). As shown in Table 4.13-6, noise level increases at each intersection would range from 0.1 to 2.5 dB. As such, resultant mobile noise would not be readily discernable by the human ear. For this reason, project-generated traffic noise levels would be less than significant.

- 6-4 As discussed in Draft IS/MND Response 4.17(c), pages 4.17-7 through 4.17-10, implementation of the proposed project is not anticipated to result in traffic spillover onto public right-of-way and is not anticipated to result in pedestrian/vehicle hazards. It is acknowledged that traffic delays on existing roads can be of concern. As such, the City of Monrovia's *Transportation Study Guidelines* notes that the City has vehicle Level of Service (LOS) standards which local infrastructure will strive to maintain. The LOS standards apply to discretionary approvals of new land use projects (such as the proposed project). This analysis was conducted for the proposed project; refer to Section 5.0, *Non-CEQA Analysis*, of the *Transportation Impact Study, Chick-fil-A/Starbucks Monrovia Project* (Transportation Analysis) prepared by Linscott, Law, and Greenspan Engineers (LLG), dated March 17, 2021 (Draft IS/MND Appendix G,



Transportation Impact Analysis). Based on this analysis, it is not anticipated that the project would be required to identify or construct intersection improvements at any of the study intersections should the City choose to restrict the Huntington Drive project driveway to inbound right-turning movements only. Further, it is acknowledged that the project proponents would be subject to the City of Monrovia's adopted Traffic Impact Fee (TIF).

- 6-5 The project proposes 24-hour operations at the project site. As discussed on Draft IS/MND page 4.15-2, Response 4.15(a)(ii), *Police Protection*, the City of Monrovia Police Department (MPD) provides law enforcement services to the City, including the project site. The nearest MPD station is located approximately 1.5 miles east of the project site at 140 E. Lime Avenue. According to the General Plan, the police department is staffed with 64 regular policemen, 11 reserves, and 23 volunteer support personnel. Implementation of the project is not anticipated to result in a substantial increase in population compared to existing conditions. The project would provide access to the project at Huntington Drive and Encino Avenue. Further, the project would result in similar land uses to the existing condition (restaurant uses). The proposed project would not involve the sale of alcoholic beverages. As such, late night hours are not expected to result in a substantial increase in the need for police services at the project site.

This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.

- 6-6 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.

- 6-7 Draft IS/MND page 4.4-3, Response 4.4(e) states that Municipal Code Section 17.20.040, *Oak Tree Preservation*, prohibits the removal and pruning of oak trees with ten inches in diameter or more measured at two feet above the level ground without an oak tree preservation permit from the Development Review Committee. Specifically, Municipal Code Section 17.20.040(A)(9) establishes protection requirements for oak trees during construction, development, or maintenance of any site.

None of the on-site trees are oak trees; thus, the project would not be subject to Municipal Code Section 17.20.040. Further, as discussed under Response 4.4(a) above, there is no wildlife habitat, sensitive animal, or sensitive plant species on-site. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impact would result in this regard. Further, as discussed in Section 2.0, *Project Description*, page 2-11, the proposed project would replace 23 removed trees with 37 new trees throughout the project site. As indicated in Draft IS/MND Exhibit 2-9, *Landscape Concept Plan*, a main landscaped entry driveway would be included on-site along Huntington Drive. This main entry driveway would be landscaped with date palms, foxtail agave, red yucca, and bull grass. Street frontages along Huntington Drive would be landscaped with fruitless olive, fountain grass, and deer grass. Street frontages along Encino Avenue would be landscaped with strawberry tree, fountain grass, and deer grass. Other planted areas would include parking islands with street



- trees (palo verde), as well as perimeter ornamental landscaping around both proposed buildings. In total, 13,081 square feet of the project site would be landscaped.
- 6-8 As discussed on Draft IS/MND page 4.11-7, the project would provide additional routes to existing pedestrian facilities and neighboring facilities by accommodating pedestrian access to each restaurant via exclusive walkways. Walkways would connect the proposed Chick-fil-A and Starbucks restaurants to the public sidewalks. As such, pedestrian connectivity at the project site would increase compared to the existing condition.
- 6-9 The commenter affirms their general concerns on the proposed project. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-10 The commenter expresses concerns over the proposed project's visual impacts, noise impacts and air quality impacts from vehicle emissions. Responses to Comments 6-1 and 6-3 pertaining to air quality concerns involving idling cars and lighting and glare concerns, respectively.
- 6-11 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-12 Refer to Response 6-3 pertaining to potential mobile noise impacts and Response to Comment 6-1 pertaining to lighting impacts. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-13 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-14 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-15 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-16 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.



- 6-17 Refer to Response 6-1.
- 6-18 Draft IS/MND Section 4.8, *Greenhouse Gas Emissions*, analyzes the project's specific impacts pertaining to the generation of greenhouse gas emissions. As discussed in Draft IS/MND Response 4.8(a), project-related greenhouse gas (GHG) emissions would include emissions from direct and indirect sources. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation.
- Mobile source emissions include emissions from motor vehicles, including tailpipe and evaporative emissions. Project emissions were conservatively estimated based on default the California Emissions Estimator Model version 2016.3.2 (CalEEMod) (refer to Draft IS/MND Appendix A) trip generation data for a "Fast Food Restaurant with Drive Thru" and "City Park". Based on CalEEMod defaults, the average daily trips generated for Chick-fil-A would range from 2,263 on weekdays (3,355 daily trips total, including Starbucks café and the pocket park) to 3,293 on Saturdays (4,886 daily trips total, including Starbucks café and the pocket park).
- As shown in Draft IS/MND Table 4.8-1, *Operational Net Greenhouse Gas Emissions*, the total amount of project related GHG emissions from direct and indirect sources combined, minus the existing use GHG emissions (from the existing Claim Jumper Restaurant), would be approximately 484 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year. Therefore, project GHG emissions would not exceed the South Coast Air Quality Management District (SCAQMD) Tier 3 threshold (3,000 MTCO_{2e} per year). Impacts would be less than significant in this regard.
- 6-19 Refer to Response to Comment 6-18.
- 6-20 Refer to Response to Comment 6-18.
- 6-21 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-22 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-23 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-24 Refer to Response 6-1 pertaining to air quality concerns involving idling cars.



- 6-25 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-26 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-27 Refer to Responses to Comments 6-3 and 6-1 pertaining to noise and idling cars, respectively. Refer to Response to Comment 6-5 pertaining to safety concerns. The proposed project does not involve eminent domain or condemnation, nor does the project involve demolition of existing homes or the construction of high density housing. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-28 Refer to Responses to Comments 6-3 and 6-1 pertaining to noise and idling cars, respectively. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-29 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-30 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-31 Refer to Response to Comment 6-3 pertaining to increased noise and lighting.
- 6-32 Refer to Response to Comment 6-31.
- 6-33 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-34 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.



- 6-35 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-36 The commenter expresses concerns pertaining to traffic delay. Per Senate Bill 743 and the updated CEQA Guidelines, automobile delay, as measured by “level of service” and other similar metrics, generally no longer constitutes a significant environmental effect under California Environmental Quality Act (CEQA). (Pub. Resources Code, § 21099, subdivision(b)(3).) Instead, consistent with the City’s Guidelines and Governor’s Office of Planning and Research *Technical Advisory on Evaluating Transportation Impacts in CEQA*, dated December 2018, the project’s transportation impacts under CEQA are analyzed utilizing a vehicle miles travelled (VMT) metric. Thus, this comment does not raise an environmental issue under the CEQA and no further response is required.
- 6-37 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-38 The commenter requests the inclusion of a “green space” with trees for local residents to walk through. As discussed in Section 2.0, *Project Description*, the proposed project would result in the dedication of an 8,600 square feet pocket park that would include shade trees and paved pathways for local residents to walk through.
- 6-39 Refer to Response to Comment 6-36.
- 6-40 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-41 Refer to Response 6-39.
- 6-42 Refer to Response 6-39. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-43 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-44 Refer to Responses to Comments 6-1, 6-3, and 6-5 pertaining to air quality, noise, and safety related concerns.



- 6-45 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-46 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-47 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-48 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-49 Refer to Responses 6-8 and 6-51.
- 6-50 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-51 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-52 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-53 Refer to Response to Comment 6-7 pertaining to landscaping. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-54 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.



- 6-55 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-56 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.
- 6-57 Refer to Response to Comment 6-18. Further, it is acknowledged that the proposed project would introduce 14 additional trees to the project site.
- 6-58 Refer to Responses to Comments 6-1 and 6-18.
- 6-59 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Monrovia decision makers will consider all comments on the proposed project. For the purpose of CEQA, no further response is necessary.



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3.0 ERRATA

Changes to the Draft Initial Study/Mitigated Negative Declaration (IS/MND) are noted below. A double-underline indicates additions to the text; ~~strikethrough~~ indicates deletions to the text. Changes have been analyzed and responded to in Section 2.0, *Response to Comments*, of this Final IS/MND. The changes to the Draft IS/MND do not affect the overall conclusions of the environmental document. Changes are listed by page and, where appropriate, by paragraph.

These errata address the technical comments on the Draft IS/MND, which circulated from January 17, 2020 through February 17, 2020. These clarifications and modifications are not considered to result in any new or substantially greater significant impacts as compared to those identified in the Draft IS/MND. All mitigation measure modifications, if any, have been reflected in Section 4.0, *Mitigation Monitoring and Reporting Program*, of this Final IS/MND.

The Errata noted below for Section 2.0, *Project Description*, of the Draft IS/MND are global Errata and apply to the entirety of the Draft IS/MND. These clarifications or modifications are based upon applicable updated information that was not available at the time of the Draft IS/MND publication. These Errata are not considered significant new information and would not result in new or substantially greater significant impacts as compared to those identified in the Draft IS/MND.

Section 2.2, Project Characteristics, Page 2-15, Zone Text Amendment

(Note, the following Draft IS/MND text already includes double-underline and strikethrough text. Therefore, changes in this Errata are noted in bold underline for additions and ~~double-strikethrough~~ for deletions.)

(b) *Building orientation and use*. The scale and character of new development is intended to support and reinforce the image of West Huntington Drive as a retail corridor. Buildings shall be ~~at least two stories,~~ oriented to streets and provide pedestrians amenities with ~~subterranean and/or structured parking lots.~~ Developments should emphasize ground-level retail uses along Huntington Drive and pedestrian connections throughout. Buildings should be built to face on Huntington Drive if feasible. ~~Buildings shall be built to face on Huntington Drive.~~ Residential uses are not permitted ~~on the ground floor on~~ along the parcels fronting Huntington Drive.

(c) *Minor Deviations from Lot Size and Dimension Requirements*. New parcels with minor deviations pertaining to the minimum lot size and/or dimension development standards may be permitted, provided that the associated project supports the intent of the RCM Zone and the Planning Objectives articulated in the Monrovia Municipal Code and Monrovia General Plan Land Use Element.

(ed) *Nonconforming uses*. Existing structures containing uses that become nonconforming upon the adoption of these regulations may be expanded subject to the approval of a conditional use permit if the Commission can determine that the proposal is consistent with the goals and objectives outlined ~~s~~ in the West Huntington Drive Corridor Land Use Plan contained in the City of Monrovia General Plan Land Use Element, approved by the City Council on January 15, 2007~~8~~ (Resolution No. 2008-01), and on file in the Office of the City Clerk.



Section 2.3, Project Approvals/Permitting Agencies, Page 2-16, Second Heading

POTENTIAL PERMITS/APPROVALS FROM AGENCIES AND OTHERS

Los Angeles County Sanitation Districts Connection Fee:

County of Los Angeles Public Health Permit;
Regional Water Quality Control Board General Construction Permit/Storm Water;
Access Agreement; and
Pollution Prevention Plan.

Section 4.19, Response 4.19(a), Page 4.19-2, Wastewater Treatment, Third Paragraph

Sewer service connections would be made with new 4- and 6-inch lateral sewer lines from the proposed Starbucks café building to an existing 8-inch sewer line within Huntington Drive right-of-way and from the proposed Chick-fil-A restaurant building to an existing 8-inch sewer line within Encino Avenue right-of-way. Grease interceptors would be installed for both buildings, which would treat waste prior to connecting to the existing sewer lines. No new off-site wastewater treatment facilities are proposed, nor are existing facilities proposed to be expanded, other than connections to the existing system. Additionally, the project would be required to pay sewer connection fees and ongoing user fees to the City of Los Angeles County Sanitation Districts. As the project is consistent with the land use designation for the area, it is not anticipated that project implementation would require construction of new or the expansion of existing wastewater facilities. Less than significant impacts would occur in this regard.

SECTION 4.7, GEOLOGY AND SOILS

<u>Would the project:</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. <u>Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</u>				
i. <u>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.</u>				✓
ii. <u>Strong seismic ground shaking?</u>			✓	
iii. <u>Seismic-related ground failure, including liquefaction?</u>			✓	
iv. <u>Landslides?</u>				✓
b. <u>Result in substantial soil erosion or the loss of topsoil?</u>			✓	
c. <u>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?</u>			✓	
d. <u>Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?</u>			✓	
e. <u>Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal system where sewers are not available for the disposal of wastewater?</u>				✓



<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f. <u>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</u>			✓	

The information presented in this analysis is based on and supplemented with the Geotechnical Engineering Exploration and Analysis (Geotechnical Analysis) prepared by Giles Engineering Associates, Inc., dated May 18, 2020; refer to Appendix C, Geotechnical Analysis.

a. Directly or indirectly cause 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.

No Impact. Southern California, including the project area, is subject to the effects of seismic activity due to active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone.

According to the Geotechnical Analysis, the project site is not located within an Alquist-Priolo Earthquake Fault Zone. The possibility of damage due to ground rupture is considered low since no active faults are known to cross the site. Since no known active faults exist in the immediate site vicinity (the closest fault is located approximately 0.96 miles away); refer to Response 4.6[a][iii] and the site is not located within an Alquist-Priolo Earthquake Fault Zone, the project is not anticipated to result in the rupture of a known earthquake fault. No impact would result in this regard.

Mitigation Measures: No mitigation measures are required.

ii. Strong seismic ground shaking?

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

According to the Geotechnical Analysis, the Raymond and Sierra Madre faults are the closest known active faults and are located approximately 0.96 and 2.31 miles from the site, respectively. These faults would likely generate the most severe seismic ground shaking at the site with an anticipated maximum moment magnitude (Mw) of 7.3. The site, therefore, may be subject to strong ground shaking during seismic activity.



The project would be required to demonstrate compliance with applicable seismic-related design requirements, including the California Building Code (CBC), *Minimum Design Loads and Associated Criteria for Buildings and Other Structures* Standard ASCE 7-16, and other applicable local codes (including Municipal Code Chapter 15.28, *Grading and Erosion Control*). These existing regulations would enforce the site-specific design recommendations identified in the Geotechnical Analysis in order to minimize the potential for damage and major injury during a seismic event; refer to Section 7.1, *Seismic Design Considerations*, of Appendix C. Specifically, pursuant to Municipal Code Section 15.28.070(A)(9), recommendations included in the Geotechnical Analysis must be incorporated into the project as a condition to the issuance of a building permit. These regulations include standards related to soils and foundations, structural design, building materials, and structural testing and inspections. Adherence to these building requirements and site-specific recommendations from the Geotechnical Analysis would minimize risks related to seismic ground shaking (Standard Condition GS-1). The project, therefore, would not expose people or structures to potential adverse effects of strong seismic ground shaking. Less than significant impacts would occur in this regard.

Standard Conditions:

SC GS-1 Prior to issuance of a grading permit or encroachment permit, the respective Applicant shall provide a geotechnical report that addresses earthwork and foundation recommendations, including but not limited to, earthwork, retaining walls and foundation construction adjacent to the existing structures located on the property, pavement structural sections and recommendations. The geotechnical report shall include data regarding the nature, distribution and strengths of existing soils, conclusions and recommendations for grading procedures, design criteria for and identified corrective measures, and opinions and recommendations regarding existing conditions and proposed grading. The report shall also include subsurface geology of the site, degree of seismic hazard if any, conclusions and recommendations regarding the effect of geologic conditions on the proposed development, opinions and recommended design criteria to mitigate any identified geologic hazards including locations of surface and subsurface fault lines in the area as applicable. Provide off-site and on-site pavement structural section to be address with recommendation based on Traffic indexes and R values, per Caltrans methods.

Mitigation Measures: No mitigation measures are required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Primary seismic shaking can induce ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, seismically induced water waves (tsunamis and seiches), movement on nearby independent faults (sympathetic fault movement), and dam failure. Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking. Liquefaction occurs when three general conditions coexist: 1) shallow groundwater; 2) low density non-cohesive (granular) soils; and 3) high-intensity ground motion. Saturated, loose to medium dense, near surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. In general, cohesive soils are not considered susceptible to liquefaction. Effects of liquefaction on level ground include



settlement, sand boils, and bearing capacity failures below structures. Dynamic settlement of dry loose sands can occur as the sand particles tend to settle and densify as a result of a seismic event.

According to the Geotechnical Analysis, the project site does not lie within a designated Liquefaction Hazard Zone. The project site is underlain by younger alluvial basin deposits and consists of generally dry to moist, loose to firm silty fine sand and fine to coarse sand. In addition, historic high groundwater is about 175 feet below ground surface (bgs). Based on these conditions, the Geotechnical Analysis determined that a liquefaction analysis is not necessary for the site. The project, therefore, is not anticipated to expose people or structures to potential adverse effects due to liquefaction. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

iv. Landslides?

No Impact. The Geotechnical Analysis concluded that the proposed construction and grading for the two restaurant facilities would be safe against geotechnical hazards such as landslides, settlement, or slippage. The Geotechnical Analysis also concluded that the proposed work would not adversely affect the geologic stability of the adjacent property provided that grading and construction are performed in compliance with the local codes and recommendations presented in Section 7.0 of the Geotechnical Analysis (as enforced through SC GS-1); refer to Appendix C. Further, the project site is generally flat and would not create substantial slopes or features that increase the landslide potential beyond existing conditions. As such, no impact would result in this regard.

Standard Conditions: Refer to SC GS-1.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The primary concern in regard to soil erosion or loss of topsoil would be from construction activities associated with the project (e.g., earthwork and grading). Construction activities associated with the project would expose on-site soils to short-term erosion by wind and water; however, as the project would disturb more than one acre of soil, the project would require preparation of a Storm Water Pollution Prevention Plan (SWPPP) for approval by the City engineer prior to construction pursuant to the National Pollution Discharge Elimination System (NPDES) program; refer to Section 4.10, *Hydrology and Water Quality*. The SWPPP would identify best management practices (BMPs) to be implemented with the project to prevent erosion, minimize siltation impacts, and protect water quality. Adherence to the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. During project operation, the project would be mostly paved with any unpaved areas improved with approximately 13,081 square feet of ornamental landscaping. Thus, soil erosion or loss of topsoil are unlikely to occur during project operation. Following compliance with the applicable regulations, including implementation of BMPs associated with NPDES requirements, the project would result in less than significant impacts involving soil erosion and loss of topsoil.

Mitigation Measures: No mitigation measures are required.



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?

Less Than Significant Impact. Refer to Responses 4.7(a)(iii), 4.7(a)(iv), and 4.7(d) for a discussion concerning liquefaction, landslides, and expansive soils, respectively.

Lateral Spreading

Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move down slope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, the liquefiable soil zone must be laterally continuous, unconstrained laterally, and free to move along sloping ground. The project site's potential for lateral spreading is considered low based on its low liquefaction potential; refer to Response 4.7(a)(iii). Less than significant impacts would occur in this regard.

Soil Shrinkage and Subsidence

According to the Geotechnical Analysis, general types of ground failures that might occur as a consequence of severe ground shaking typically include landsliding, ground subsidence, ground lurching, and shallow ground rupture, all of which are considered unlikely at the project site. Nonetheless, the project would be required to demonstrate compliance with applicable CBC and design requirements as well as the site-specific design recommendations identified in Section 7.0 of the Geotechnical Analysis to reduce impacts related to unstable soil conditions (as enforced through SC GS-1). Compliance with applicable design requirements and recommendations would reduce impacts. Less than significant impacts would occur in this regard.

Standard Conditions: Refer to SC GS-1.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements.

According to the Geotechnical Analysis, the project site has a very low expansion potential. Nonetheless, the project would be subject to compliance with applicable CBC and Standard ASCE 7-16 requirements as well as site-specific design recommendations identified in the Geotechnical Analysis (as enforced through SC GS-1). Compliance with applicable design requirements would reduce impacts in regard to expansive soil, if any. Less than significant impacts would occur in this regard.

Standard Conditions: Refer to SC GS-1.

Mitigation Measures: No mitigation measures are required.



e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal system where sewers are not available for the disposal of wastewater?

No Impact. The project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, no impacts would result in this regard.

Mitigation Measures: No mitigation measures are required.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. The project site was previously disturbed and graded during development of the existing restaurant building and associated surface parking lot. Based on the Geotechnical Analysis, the site is generally underlain by younger alluvial basin deposits, and possibly fill was encountered in depth ranging from 3.5 to 10 feet bgs. As a result, paleontological resources are not anticipated to be encountered during project grading activities. Nevertheless, in the event that paleontological resources are discovered during project earthwork or excavation, Standard Condition SG-2 would require all project construction activities to halt until a paleontologist identifies the paleontological significance of the find and recommends a course of action. Thus, following implementation of Standard Condition GS-2, less than significant impacts would occur in this regard.

Standard Conditions:

SC GS-2 If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area shall cease within 50 feet of the discovery and the construction contractor shall contact the City Planning Division. With direction from the City Planning Division, a qualified paleontologist (B.S./B.A. in geology, or related discipline with an emphasis in paleontology and demonstrated experience and competence in paleontological research, fieldwork, reporting, and curation) shall evaluate the find and recommend a course of action. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for identified resources. Construction shall not resume within 50 feet of the discovery until the site paleontologist states in writing that the proposed construction activities would not significantly damage paleontological resources.



4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

Less Than Significant Impact With Mitigation Incorporated. As concluded in Section 4.4, *Biological Resources*, the project site is previously developed and is located within an urbanized area of the City. As such, no sensitive plant or animal species are present on-site and no impacts would occur in this regard.

As indicated in Section 4.5, *Cultural Resources*, Section 4.7, *Geology and Soils*, and Section 4.18, *Tribal Cultural Resources*, impacts on cultural, paleontological, or tribal cultural resources are not anticipated due to the level of past disturbance on-site. Nonetheless, due to the proposed excavation, there is a possibility that unknown cultural resources are uncovered during site disturbance activities. As such, in the unlikely event that previously unidentified cultural resources are encountered during ground-disturbing activities, Mitigation Measure CUL-1 would require all project construction efforts in the immediate area to halt until an archaeologist evaluate the find and recommends a course of action. Mitigation Measure TCR-1 would require a Tribal Monitor during site disturbance activities and implementation of appropriate actions should unknown TCRs be discovered during site disturbance. Further, if evidence of subsurface paleontological resources is found during construction, ~~Mitigation Measure GEO-1~~ Standard Condition GS-2 would ensure that project construction activities would cease within 50 feet of the discovery and the City Planning Division be contacted. With direction from the City Planning Division, a qualified paleontologist may be contacted to evaluate the find and recommend a course of action.

As such, the project would not potentially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory with implementation of Mitigation Measures CUL-1, TCR-1, and ~~GEO-1~~ Standard Condition GS-2.



4.0 MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring plan. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring plan must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6).

In compliance with Public Resources Code Section 21081.6, Table 1, *Mitigation Monitoring and Reporting Checklist*, has been prepared for the Chick-fil-A and Starbucks Huntington Drive & 210 Project (project). This Mitigation Monitoring and Reporting Checklist is intended to provide verification that all applicable mitigation measures relative to significant environmental impacts are monitored and reported. Monitoring will include: 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the City of Monrovia's "Monrovia Chick-fil-A and Starbucks Huntington Drive & 210 Project" file.

This Mitigation Monitoring and Reporting Program (MMRP) delineates responsibilities for monitoring the project, but also allows the City flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented. This includes the review of all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the Mitigation Monitoring and Reporting Checklist (Table 1). If an adopted mitigation measure is not being properly implemented, the designated monitoring personnel shall require corrective actions to ensure adequate implementation.

Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:

- The City distributes reporting forms to the appropriate entities for verification of compliance.
- Departments/agencies with reporting responsibilities will review the IS/MND, which provides general background information on the reasons for including specified mitigation measures.
- Problems or exceptions to compliance will be addressed to the City as appropriate.
- Periodic meetings may be held during project implementation to report on compliance of mitigation measures.
- Responsible parties provide the City with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented. Monitoring compliance may be documented through existing review and approval programs such as field inspection reports and plan review.
- The City prepares a reporting form periodically during the construction phase and an annual report summarizing all project mitigation monitoring efforts.



- Appropriate mitigation measures will be included in construction documents and/or conditions of permits/approvals.

Minor changes to the MMRP, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the City. Such changes could include reassignment of monitoring and reporting responsibilities, plan redesign to make any appropriate improvements, and/or modification, substitution or deletion of mitigation measures subject to conditions described in CEQA Guidelines Section 15162. No change will be permitted unless the MMRP continues to satisfy the requirements of Public Resources Code Section 21081.6.

It is acknowledged that the public review draft IS/MND identified the following standard conditions of approval:

SC AIR-1 Prior to issuance of any Grading Permit, the City of Monrovia Public Works Department shall confirm that the project stipulates that, in compliance with SCAQMD Rule 402 and Rule 203, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. SCAQMD Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable dust suppression techniques from Rules 403 and 402 are as follows:

- The Project Construction Contractor shall develop and implement dust control methods that shall achieve this control level in a SCAQMD Rule 403 dust control plan, designate personnel to monitor the dust control program, and order increased watering, as necessary, to ensure a 55 percent control level. Those duties shall include holiday and weekend periods when work may not be in progress. Additional control measures to reduce fugitive dust shall include, but are not limited to, the following:
 - Apply water twice daily, or nontoxic soil stabilizers according to manufacturer's specifications, to all unpaved parking or staging areas or unpaved road surfaces or as needed to areas where soil is disturbed.
 - Use low-sulfur fuel for stationary construction equipment. This is required by SCAQMD Rules 431.1 and 431.2.
 - During earthmoving or excavation operations, fugitive dust emissions shall be controlled by regular watering to prevent excessive amounts of dust, ceasing earthmoving and excavation activities during periods of high winds (i.e., winds greater than 20 miles per hour (mph) averaged over 1 hour), and minimizing the area disturbed by earthmoving or excavation operations at all times.
 - After earthmoving or excavation operations, fugitive dust emissions shall be controlled by revegetating and watering portions of the construction area to remain inactive longer than a period of 3 months and watering all active portions of the construction site.



- At all times, fugitive dust emissions shall be controlled by limiting the on-site vehicle speed to 15 mph and paving road improvements as soon as feasible.
- At all times during the construction phase, ozone precursor emissions from mobile equipment shall be controlled by maintaining equipment engines in good condition and in proper tune according to manufacturers' specifications.
- Outdoor storage piles of construction materials shall be kept covered, watered, or otherwise chemically stabilized with a chemical wetting agent to minimize fugitive dust emissions and wind erosion.

SC AIR-2 Prior to issuance of any Grading Permit, the City of Monrovia Public Works Department shall confirm that the project complies with Mitigation Measure AIR-C of the *Final Environmental Impact Report, Monrovia General Plan Proposed Land Use and Circulations Elements* (dated January 2008) to reduce diesel engine emissions of ozone precursors ROGs and NOx, particulate matter less than 10 microns in size (PM₁₀), particulate matter less than 2.5 microns in size (PM_{2.5}), and diesel particulate matter (DPM).

- Idling of diesel-powered vehicles and equipment shall not be permitted during periods of non-active 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 manufacturers' recommended operating temperature;
 - When the ambient temperature is below 40 degrees Fahrenheit (°F) or above 85°F; or when equipment is being repaired.

SC AIR-3: Throughout operation of the project, the Director of the City of Monrovia Community Development Department, or designee, shall ensure that the project complies with applicable provisions of Section 8.10.30 of the City's Municipal Code, which requires that every person in control of the day-to-day operations at any commercial premise provide for the collection and proper disposal of solid waste at least once per week.

SC GS-1 Prior to issuance of a grading permit or encroachment permit, the respective Applicant shall provide a geotechnical report that addresses earthwork and foundation recommendations, including but not limited to, earthwork, retaining walls and foundation construction adjacent to the existing structures located on the property, pavement structural sections and recommendations. The geotechnical report shall include data regarding the nature,



distribution and strengths of existing soils, conclusions and recommendations for grading procedures, design criteria for and identified corrective measures, and opinions and recommendations regarding existing conditions and proposed grading. The report shall also include subsurface geology of the site, degree of seismic hazard if any, conclusions and recommendations regarding the effect of geologic conditions on the proposed development, opinions and recommended design criteria to mitigate any identified geologic hazards including locations of surface and subsurface fault lines in the area as applicable. Provide off-site and on-site pavement structural section to be address with recommendation based on Traffic indexes and R values, per Caltrans methods.

SC GS-2 If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area shall cease within 50 feet of the discovery and the construction contractor shall contact the City Planning Division. With direction from the City Planning Division, a qualified paleontologist (B.S./B.A. in geology, or related discipline with an emphasis in paleontology and demonstrated experience and competence in paleontological research, fieldwork, reporting, and curation) shall evaluate the find and recommend a course of action. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for identified resources. Construction shall not resume within 50 feet of the discovery until the site paleontologist states in writing that the proposed construction activities would not significantly damage paleontological resources.

SC N-1 Prior to the issuance of any Grading Permits, the project proponent shall produce evidence acceptable to the City of Monrovia Public Works Department, that the following measures are implemented during construction:

1. Turn off equipment when not in use;
2. Limit the use of enunciators or public address systems, except for emergency notifications;
3. Maintain equipment in proper operating condition, and properly secure all loads to prevent rattling and banging;
4. Schedule work to avoid simultaneous construction activities to reduce high construction noise levels;
5. Use equipment with effective mufflers; and
6. Minimize the use of backup alarms.



Table 1
Mitigation Monitoring and Reporting Checklist

Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
						Initials	Date	Remarks
BIOLOGICAL RESOURCES								
BIO-1	In the event that vegetation and tree removal should occur between January 15 and September 15, the respective project Applicant shall retain a qualified biologist to conduct a nesting bird survey no more than three days prior to commencement of construction activities. Results of the pre-construction survey shall be submitted to the City's Planning Division prior to the commencement of construction activities and the issuance of any permits. The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the project site or within the vicinity during the clearance survey with a brief letter report, submitted to the City's Planning Division prior to construction, indicating that no impacts to active bird nests would occur before construction can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For listed	Project Applicant; Construction Contractor; Qualified Biologist	Prior to Commencement of Construction Activities; During Construction	City of Monrovia Planning Division	Prior to Commencement of Construction Activities; During Construction			



Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
						Initials	Date	Remarks
	raptor species, this buffer shall be 500 feet. If active nests are determined to be present, a biological monitor shall be on-site to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by construction activity or until construction activity is completed, whichever comes first. Monitoring activities shall be reported to the City's Planning Division for review and approval on a monthly basis until nesting behavior is not adversely affected by construction activity or construction activity is completed, whichever comes first.							
CULTURAL RESOURCES								
CUL-1	If previously unidentified cultural resources are encountered during ground disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, the qualified archaeologist shall expeditiously prepare and implement a research design and archaeological data recovery plan that captures those categories of data for which the site is significant in accordance with Section	Project Applicant; Qualified Archaeologist	Prior to and During Ground-Disturbing Activities	City of Monrovia Planning Division	Prior to and During Ground-Disturbing Activities			



Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
						Initials	Date	Remarks
	15064.5 of the CEQA Guidelines. In the event that an identified cultural resource is of Native American origin, the qualified archaeologist shall consult with the Applicant and the City's Planning Division to implement Native American consultation procedures. Construction shall not resume in those areas halted until the qualified archaeologist states in writing that the proposed construction activities would not significantly damage any archaeological resources.							
HAZARDS AND HAZARDOUS MATERIALS								
HAZ-1	<u>Soil Management Plan</u> . Prior to issuance of a grading permit, a Soil Management Plan (SMP) shall be prepared by a qualified environmental professional with Phase II/Site Characterization experience (Consultant). The SMP shall be made available to the contractor and the City Engineer for use during grading and excavation activities. The SMP shall detail appropriate best management practices to properly manage impacted soil in a manner protective of human health and consistent with applicable Federal, State, and local laws. Soil generated from the project site that requires off-site disposal shall be characterized prior to disposal at a licensed disposal facility or other	Project Applicant; Qualified Environmental Professional	Prior to Issuance of Grading Permit; During Construction	City of Monrovia Planning Division	Prior to Issuance of a Grading Permit; During Construction			



Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
						Initials	Date	Remarks
	commercial property, as appropriate in consultation with the Consultant.							
HAZ-2	<p><u>Magnetometer Survey.</u> After demolition of the existing on-site structure, but prior to grading activities, a magnetometer survey shall be conducted by a qualified surveyor to determine the likely presence or absence of hydraulic lifts and/or underground storage tanks (USTs) at the Chick-fil-A restaurant site. The condition for implementation of a magnetometer survey shall be indicated on the grading plans approved by the City Engineer. Should the survey identify possible underground features that require removal, a qualified Phase II/Site Characterization Specialist shall be retained and shall recommend appropriate measures be taken during removal and disposal. Should hydraulic lifts or USTs be identified, the appropriate regulatory agency (e.g., the Los Angeles County Public Works, Environmental Programs Division) shall be notified in order to ensure proper regulatory oversight of removal, disposal, and remediation, if necessary, of these features. Personnel involved with the field activities shall have current hazardous waste operations and emergency</p>	Project Applicant; Qualified Environmental Professional	After Demolition, but Prior to Grading Activities; During Construction	City of Monrovia Planning Division	After Demolition, but Prior to Grading Activities; During Construction			



Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
						Initials	Date	Remarks
	response training in accordance with Occupational Safety and Health Administration (OSHA) standard 1926.65.							
TRANSPORTATION								
TRA-1	The respective Applicants shall prepare an on-site transportation circulation plan for review and approval by the City Engineer prior to final plan approval. The plan shall include requirements for monitoring of vehicle queuing in the drive-thru lanes to ensure queued vehicles do not block vehicular circulation within the parking lot, and que in such a way that avoids overflow onto Huntington Drive. Should queueing occur beyond the available vehicle storage (13 vehicles for Starbucks café or 23 vehicles for Chick-fil-A restaurant), team members shall go out to the drive-thru lanes and take orders with hand held ordering and payment devices to increase ordering and payment efficiency and reduce queues. The on-site transportation circulation plan shall also identify recommended staff parking areas closest to the anticipated drive-thru queuing areas in order to allow stacking.	Project Applicant	Prior to Final Plan Approval; During Operations	City of Monrovia Public Works Division	Prior to Final Plan Approval; During Operations			
TRA-2	Prior to project construction initiation, the respective Applicants shall prepare a Traffic Management Plan (TMP) for	Project Applicant	Prior to Construction Activities;	City of Monrovia	Prior to Construction Activities;			



Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
						Initials	Date	Remarks
	approval by the City Traffic Engineer. The TMP shall specify that one direction of travel in each direction on adjacent roadways must always be maintained during project construction activities. If full lane closures are required and one direction of travel in each direction cannot be maintained, the TMP shall identify planned detours. The TMP shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and use of construction flag person(s) to direct traffic during heavy equipment use. The TMP shall be incorporated into project specifications for verification prior to final plan approval.		During Construction	Public Works Division	During Construction			
TRIBAL CULTURAL RESOURCES								
TCR-1	Prior to the commencement of any ground-disturbing activity at the project site, the respective Applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians – Kizh Nation, the tribe that consulted on this project pursuant to Assembly Bill 52 (the “Tribe” or the “Consulting Tribe”). A copy of the executed contract shall be submitted to the City of Monrovia Community Development Department prior to the issuance of any permit necessary to commence a ground-disturbing activity.	Project Applicant; Native American Monitor	Prior to and During Ground-Disturbing Activities	City of Monrovia Planning Division	Prior to and During Ground-Disturbing Activities			



Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
						Initials	Date	Remarks
	<p>The Tribal Monitor shall only be present on-site during the construction phases that involve ground-disturbing activities. Ground-disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the project site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the project site have little to no potential for impacting Tribal Cultural Resources.</p> <p>In the event that potential tribal cultural resources are discovered during project construction, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All tribal cultural resources unearthed by project</p>							



Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
						Initials	Date	Remarks
	<p>activities shall be evaluated by the Tribal Monitor, approved by the Consulting Tribe, and a qualified archaeologist, if one is present. If the resources are Native American in origin, the Consulting Tribe shall retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural, and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the project site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).</p> <p>Work may continue in other parts of the project site while evaluation and any required recovery activities take place. If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the</p>							



Mitigation Number	Mitigation Measure	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
						Initials	Date	Remarks
	<p>resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.</p> <p>Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.</p>							



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