

Final Environmental Impact Report

Monrovia General Plan Proposed Land Use and Circulation Elements

SCH No. 2007021135

January 2008

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1.0 Introduction

This Final Environmental Impact Report (Final EIR) has been prepared by the City of Monrovia (City) under the California Environmental Quality Act of 1970 (CEQA) Sections 15088, 15089, and 15132, for the Monrovia General Plan Proposed Land Use and Circulation Elements. This Final EIR includes: Clarifications and Modifications, which describes the changes made to the Draft EIR; Response to Comments, which includes the City's responses to all written comments received by agencies, private organizations, and the public during the 45-day public comment period; and the Mitigation Monitoring and Reporting Program, which lists all the mitigation measures required for implementation of the project, the phase in which the measures would be implemented, and the enforcement agency responsible for compliance.

Project Location

The City of Monrovia lies within the San Gabriel Valley in Los Angeles County, along the base of the San Gabriel Mountains. The current population of Monrovia is approximately 39,147 persons. The City covers an area of approximately 14 square miles. The City is bound by Arcadia to the west, Angeles National Forest to the north, Bradbury and Duarte to the east, and unincorporated Los Angeles County and Irwindale to the south. Interstate 210 (I-210) passes through the lower third of the City, and Foothill Boulevard – a major east-west San Gabriel Valley arterial – traverses the upper third.

The proposed project calls for focused land use changes in three areas of the City: Station Square Transit Village, West Huntington Drive, and South Myrtle Avenue. The Station Square Transit Village area occupies approximately 80 acres and is bound by I-210 to the north, Shamrock Avenue to the east, Duarte Road to the south, and Magnolia Avenue to the west. It is approximately 21 acres currently developed with 1.24 million square feet of non-residential uses (consisting primarily of manufacturing and light industrial units) and 81 dwelling units. The main portion of the West Huntington Drive Corridor is generally bound by Maple Avenue to the north, Primrose Avenue to the east, Cypress Avenue and Huntington Drive to the south, and Monterey Avenue to the west. A detached portion of this focus area is located west of I-210 and is generally bound by Huntington Drive to the north, Encino Avenue to the east, the light rail tracks to the south, and 5th Avenue to the west. This focus area currently consists of commercial uses with some office, light manufacturing, and manufacturing uses (approximately 1.07 million square feet of non-residential uses). There are approximately 32 existing residential dwelling units in this focus area. The South Myrtle Avenue focus area is generally bound by Olive Avenue to the north, Ivy Avenue to the east, I-210 to the south, and Primrose Avenue to the west. It encompasses approximately 51 acres. The existing uses are a mix of industrial, office, and retail uses (677,674 square feet of non-residential development). There are 33 residential dwelling units currently located in this focus area.

Summary of the Proposed Project

In response to extension of light rail service, the City's desire to create broader circulation and land use connections to the planned station, and the anticipated economic benefits to be derived from transit service, the City has prepared a new land use plan that reflects land use changes in three areas: Station Square Transit Village, West Huntington Drive, and South

Myrtle Avenue corridors. The City has identified these existing developed areas as most suitable to accommodate a higher intensity of development necessitated by the extension of the Metro Gold Line from its current terminus in Pasadena through Monrovia to Montclair (referred to as the Metro Gold Line Foothill Extension). The following overall changes to the 1993 Land Use Element are proposed:

- Establish land use policies and design performance criteria for the West Huntington Drive corridor, which extends from the western City limit east to Primrose Avenue.
- Establish land use policies and design performance criteria for the South Myrtle Avenue corridor, which extends from I-210 north to Olive Avenue.
- Establish land use policies, design performance criteria, and development caps for the 80-acre Station Square Transit Village area, the limits of which include all properties bound by I-210 on the north, Magnolia Avenue on the west, Duarte Road on the south, and Shamrock Avenue on the east.

Summary of the Alternatives Considered

The Draft EIR considered a range of alternatives to the proposed project to provide informed decision-making in accordance with Section 15126.6(a) of the CEQA Guidelines. As described below, the alternatives analyzed in this EIR include: No Project Alternative/Existing General Plan (Alternative 1), Reduced Development Yield (Alternative 2), and Grid Pattern for the Station Square Transit Village (Alternative 3).

Alternative 1: No Project/Existing General Plan

This alternative assumes that the proposed Land Use and Circulation Elements would not be adopted and implemented because the proposed Metro Gold Line would not be constructed. Instead, the Monrovia planning area would be developed according to the existing Land Use and Circulation Elements in accordance with the existing land use policy map. The reduced development potential under this alternative would result in a total population of 48,151 persons in 2030, approximately 10,564 fewer persons than the proposed project. No changes to the City's roadway system would occur under the No Project Alternative. Compared to the proposed project, this alternative would result in similar environmental impacts with respect to hazards and hazardous materials, hydrology and water quality, and public services. This alternative would result in reduced impacts relative to aesthetics, air quality, cultural resources, noise, recreation, transportation/traffic, and utilities and service systems. This alternative would not fully achieve land use and jobs/housing balance consistent with regional plans. Similar to the proposed project, the No Project Alternative would still result in significant and unavoidable impacts to air quality and transportation/traffic. The No Project Alternative would not achieve all of the objectives of the project.

Alternative 2: Reduced Development Yield

The Reduced Development Yield Alternative assumes an overall reduction in the City's development potential by four percent compared to the proposed project. As with the proposed project, new development would be expected to occur through the recycling and reuse of existing parcels located throughout the City and through concentrated development in the three focus areas. For the purpose of this analysis, it was assumed that the same amount of

development would occur in the South Myrtle Avenue and West Huntington Drive Corridors as was considered under the proposed project. However, the development potential in the Station Square Transit Village was reduced by 65 percent overall. Alternative 2 assumes the Gold Line would not be developed, but the provisions in the proposed Circulation Element would be implemented. Compared to the proposed project, this alternative would result in similar environmental impacts with respect to aesthetics, cultural resources, hazards and hazardous materials, hydrology and water quality, land use and planning, public services, and recreation. This alternative would result in reduced impacts relative to air quality, noise, transportation/traffic, and utilities and service systems. This alternative would not achieve a jobs/housing balance as well as the proposed project. Similar to the proposed project, Alternative 2 would still result in significant and unavoidable impacts to air quality and transportation/traffic. Further, Alternative 2 would only partially meet the City's objectives for the proposed project.

Alternative 3: Grid Pattern for the Station Square Transit Village

Alternative 3: Grid Pattern for the Station Square Transit Village assumes the same amount of total development as the proposed project. Alternative 3 differs from the proposed Circulation Element in that it modifies the roadway pattern in the Station Square Transit Village to maintain the current grid pattern that exists elsewhere in the City. A new collector street running parallel to and south of Pomona Avenue, tentatively named Center Street, would be constructed as a through street between Magnolia Avenue and Shamrock Avenue. In this alternative, the segment of Pomona Avenue west of Myrtle Avenue would be converted to a cul-de-sac limited to right-turn in/right-turn out and the segment immediately east of Myrtle Avenue would be vacated, as would portions of Railroad Avenue. To eliminate conflicts associated with vehicles exiting I-210, Evergreen Avenue would be converted to a two-way operation and a cul-de-sac would be installed east of Primrose Avenue. Compared to the proposed project, this alternative would result in similar environmental impacts with respect to aesthetics, air quality, cultural resources, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, and utilities and service systems. Similar to the proposed project, Alternative 3 would still result in significant and unavoidable impacts to air quality and transportation/traffic; however, two fewer street segments would be significantly affected after mitigation under this alternative than the proposed project. Alternative 3 would implement the proposed Land Use and Circulation Elements and assumes construction of the Gold Line light rail service to Monrovia. As such, Alternative 3 would achieve all of the objectives of the proposed project.

The "No Project" alternative would be the environmentally superior alternative. However, in accordance with Section 15126.6(e)(2) of the CEQA Guidelines, if the environmentally superior alternative is the No Project Alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. In this case, Alternative 2 (Reduced Development Yield) would result in reduced impacts compared to the proposed project and Alternative 3. However, Alternative 2 would only partially meet the City's objectives for the proposed project.

Scope of the Environmental Analysis

The Draft EIR was circulated for public review and comment on October 26, 2007, initiating a 45-day public review period pursuant to CEQA and its implementing guidelines. The document and Notice of Completion (NOC) was distributed to the California Office of Planning and Research, State Clearinghouse. Relevant agencies also received copies of the document. A Notice of Availability (NOA) was distributed to 27 agencies, which informed them of where they could view the document and how to comment. The purpose of the 45-day review period was to provide interested public agencies, groups and individuals the opportunity to comment on the contents and accuracy of the document. The document was available to the public at the City Planning Division counter and the Monrovia Library. A copy of the document was also posted on the City's website.

This document, together with the Draft EIR, makes up the Final EIR as defined in the CEQA Guidelines, Section 15132. The Final EIR will subsequently be reviewed by the City for certification. Certification is not the same as approval, but marks the end of the environmental review phase. Certification is a judgment that the EIR is a legally adequate information document in compliance with CEQA. Only when the EIR document adequately identifies all significant environmental impacts associated with the project can it be used in the project approval phase, along with consideration of other relevant factors. To approve a project, CEQA requires that either the significant impacts of the project (as identified in the EIR) be reduced to a less than significant level through the implementation of mitigation measures, or the approving body must adopt a statement of overriding considerations stating that mitigation measures do not exist or are infeasible thereby resulting in unavoidable significant impact(s). The statement of overriding considerations states that the benefits of the project outweigh the significant environmental impacts that would result upon implementation of the project.

2.0 Clarifications and Modifications

The following clarifications and modifications are intended to update the Draft EIR in response to the comments received during the public review period. These changes, in addition to the Draft EIR, constitute the Final EIR, to be presented to the City decision-makers for certification and project approval. None of the changes to the Draft EIR would require recirculation of the EIR. Revisions made to the EIR have not resulted in new significant impacts or mitigation measures, nor has the severity of an impact increased. Per CEQA Guidelines Section 15088.5(a), none of the criterion for recirculation has been met, and recirculation of the EIR is not warranted.

The changes to the Draft EIR are listed by section, page number, and paragraph number if applicable.

Section 0.0 Executive Summary

Page **Clarification/Revision**

ES-15 *Footnote 1 bottom of the page:*
Metro Gold Line Foothill Extension Construction Authority and U.S. Department of Transportation. *Gold Phase II Pasadena to Montclair – Foothill Extension ~~Draft~~ Final Environmental Impact Statement/Environmental Impact Report. April 2004. February 2007.*

Section 2.0 Project Description

Page **Clarification/Revision**

2-17 *Footnote 1 bottom of the page:*
Metro Gold Line Foothill Extension Construction Authority and U.S. Department of Transportation. *Gold Phase II Pasadena to Montclair – Foothill Extension ~~Draft~~ Final Environmental Impact Statement/Environmental Impact Report. April 2004. February 2007.*

Section 3.6 Land Use and Planning

Page **Clarification/Revision**

3.6.2 *First paragraph under heading Regional Comprehensive Plan and Guide:*
~~SCAG is responsible for most regional planning in Southern California. SCAG has been preparing long-range growth and development plans for the Southern California region since the early 1970s as part of the ongoing Development Guide Program. This program provides a framework to coordinate local and regional decisions regarding future growth forecasts at intervals ranging from three to five years. The adopted growth forecasts become the basis for SCAG's functional plans (transportation, housing, air and water) for the region. The population totals and growth distribution are used to plan the future capacity of highways and transit systems, quantity and location of housing, water supply, and siting and sizing of sewage treatment systems. Over the past four decades, the SCAG has evolved as the largest of nearly 700 councils of government in the United States, functioning as the Metropolitan Planning Organization for six counties: Los Angeles, Orange, San~~

Bernardino, Riverside, Ventura and Imperial. The region encompasses a population exceeding 18 million persons in an area of more than 38,000 square miles. As the designated Metropolitan Planning Organization, the Association of Governments is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality.

- 3.6-2 *Second paragraph under heading Regional Comprehensive Plan and Guide:*
SCGVCOG's current priorities include: ensure that SCAG's RTP update and MTA's Long Range Plan update include SGVCOG adopted high priority projects; support the Alameda Corridor-East (ACE) Construction Authority's efforts to implement the ACE Project and work with local, State and federal officials to obtain needed funding; coordinate and support Metro Gold Line Foothill Extension to Montclair; ensure adoption of the Governor's Congestion Management Program; and work towards the completion of the Interstate 710 (I-710).

Section 3.7 Noise

<u>Page</u>	<u>Clarification/Revision</u>
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- 3.7-15 *First paragraph under heading Rail Noise:*
The Metro Gold Line ~~Draft~~ Final Environmental Impact Statement (EIS) /~~Draft~~ Final Environmental Impact Report (EIR) comprehensively analyzed rail noise level along the proposed route. The noise analysis assumed that rail cars traveling at 55 miles per hour will generate a noise levels ~~of approximately~~ less than 65 63 L_{dn} at 50 feet.
- 3.7-15 *Footnote 1 at bottom of page:*
Metro Gold Line Foothill Extension Construction Authority and U.S. Department of Transportation. *Gold Phase II Pasadena to Montclair – Foothill Extension* ~~Draft~~ Final Environmental Impact Statement/Environmental Impact Report. ~~April 2004.~~ February 2007.
- 3.7-16 *Second paragraph under heading Operational Phase Groundborne Vibration:*
The Metro Gold Line ~~Draft~~ Final EIS/~~Draft~~ Final EIR comprehensively analyzed future groundborne levels at existing sensitive receptors. The ~~Draft~~ Final EIS/~~Draft~~ Final EIR concluded that rail vibration will not exceed the FTA residential vibration threshold of 72 VdB at residential land uses located ~~within 240~~ at 100 feet of the rail line.
- 3.7-17 *First paragraph at top of page:*
Mitigation measures included in the Metro Gold Line ~~Draft~~ Final EIS/~~Draft~~ Final EIR to alleviate rail vibration focused on construction of the rail line.

Section 3.8 Population and Housing

<u>Page</u>	<u>Clarification/Revision</u>
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- 3.8-3 *First paragraph under the heading Housing:*
The proposed Land Use Element will result in a steady increase in housing over the 23-year planning horizon. Proposed land use element policies focus new development primarily around the proposed new transit station where densities will be increased to take advantage of the proposed Gold Line light rail service through Monrovia. Residential buildout pursuant to proposed Land Use Element will result in an estimated 3,746 net new dwelling units over the next 23 years. The State of

California requires cities and counties to develop plans to accommodate a “fair-share” of regional housing needs. The provision of new housing opportunities in Monrovia supports SCAG’s goals for housing throughout the six-county SCAG region, as identified in SCAG’s Regional Housing Needs Assessment (RHNA) model. In the 2000-2005 planning period, Monrovia’s RHNA indicated a need for 304 new dwelling units. The current adopted planning period for RHNA is January 1, 2006 through June 30, 2014. For this time period, a total of 567 housing units are identified (142 very low income households, 88 low income households, 96 moderate income households, and 241 above moderate households).

- 3.8-3 *Second paragraph under the heading Housing:*
 SCAG anticipates that Monrovia will have 14,961 ~~dwelling units~~ households by 2030. In comparison, buildout estimates provide for more units than projected by SCAG (18,707 versus 14,961), since the SCAG estimate does not account for the extension of the Gold Line light rail service through Monrovia and anticipated development around the station. ~~Although the next RHNA planning period estimates are currently being calculated, t~~The City will be able to accommodate its fair-share of regional housing growth in the future. ~~It is anticipated that t~~The proposed increase in new housing development in the City will more than accommodate the Monrovia’s share of the region’s housing stock.

Section 3.9 Public Services, Recreation and Utilities

Page Clarification/Revision

- 3.9-15 *Third paragraph under heading Environmental Setting:*
 Based on a conservative factor of 90 percent of water used becoming wastewater, Monrovia generated approximately 7,297 af of wastewater in 2005 (or 6.5 million gpd), which was treated at the Whittier Narrows Reclamation Plant, the San Jose Creek Water Reclamation Plant, and the Los Coyotes Water Reclamation Plant. Whittier Narrows, located near the City of South El Monte, has a design capacity of 15 million gallons per day (gpd) of wastewater and processes an average flow of ~~7.6~~ 8.1 million gpd. San Jose Creek, located adjacent to the City of Industry, has a design capacity of 100 million gpd and processes an average flow of ~~89.4~~ 84.7 million gpd. Los Coyotes, located in the City of Cerritos, has a design capacity of 37.5 million gpd and processes an average flow of ~~34.6~~ 22.7 million gpd.¹
- 3.9-16 *Fourth sentence in second paragraph under heading Environmental Impact:*
 The Whittier Narrows, San Jose Creek, and Los Coyotes Water Reclamation Plants, which treat the City’s wastewater, process a total of approximately ~~128.3~~ 115.5 million gpd.

¹ County Sanitation Districts of Los Angeles County. *Wastewater Facilities*. website http://www.lacsd.org/about/wastewater_facilities/default.asp, accessed August 2, 2007. Letter from Ruth I. Frazen, Customer Service Specialist, Facilities Planning Department, County Sanitation Districts of Los Angeles County, to Steve Sizemore, Planning Division Manager, Department of Community Development, City of Monrovia, October 31, 2007.

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3.0 Response to Comments

The Draft EIR was distributed for public review on October 26, 2007 initiating a 45-day public review period pursuant to CEQA and its implementing guidelines. During this public review period, a total of six letters and emails were received. All of the comment letters are listed in the following table and the corresponding City responses are provided in this section. The comments are listed in the order in which they were received. A copy of each comment letter is provided prior to each response.

The City held a public hearing during the Planning Commission meeting on November 14, 2007, to solicit additional comments from the public during the public review period. The transcript of the Planning Commission meeting is included at the beginning of this section; the responses to substantive comments from each meeting follow a copy of the meeting minutes.

Table 3-1 List of Comment Letters on the Draft EIR

Letter No.	Agency/Organization/Individual	Date Received
1	Planning Commission Meeting comments	November 14, 2007
2	County Sanitation Districts of Los Angeles County Signed: Ruth I. Frazen, Customer Service Specialist	October 31, 2007
3	Native American Heritage Commission Signed: Dave Singleton, Program Analyst	November 13, 2007
4	Sandra Bengel	November 24, 2007
5	Metro Gold Line Foothill Extension Construction Authority Signed: Michael Harris-Gifford, Engineering Manager	November 27, 2007
6	Southern California Association of Governments Signed: Huasha Liu, Manager	December 6, 2007
7	City of Irwindale Signed: Brandi M. Wright, Associate Planner	December 10, 2007

**Monrovia General Plan Land Use and Circulation Element Updates
Draft EIR Public Meeting
November 14, 2007**

Summary of Public Comments

A public meeting was held during the Monrovia Planning Commission meeting on November 14, 2007 held at City Council Chambers. The purpose of the public meeting was to solicit comments on the Draft Environmental Impact Report (EIR). Attendees provided oral comments on the environmental issues of concern to them and gave suggestions on the planning process. The table below contains the verbal comments made by the speakers:

Category/Subcategory	Comment	
Cultural Resources	The EIR is vague on historic resources.	1-1
Alternatives	The “do nothing” alternative is not acceptable.	1-2
Other	How would the EIR impact businesses or people’s home lives?	1-3
	Residents have barely been made aware of what is going on in the Station Square Transit Village area or the Circulation Element.	1-4
	The City should provide more public meetings before these documents go before the Planning Commission and City Council.	1-4
	How would the Station Square Transit Village project impact residents?	1-5
	The Station Square area residents are not informed about the project.	1-6
	The City should hold more meetings to the more people are aware of what is going on in the EIR.	1-6
	If per capita water consumption in Monrovia is supposed to decrease by 35 percent, this water consumption reduction should be enforced in new developments.	1-7
	Total park land will be reduced to 2.1 acres per 1,000 persons. No additional park space is planned and Monrovia needs more parks. The City should fund additional parks by assessing Mella Roos taxes on new developments.	1-8
	The City needs to pay attention to protecting period architecture.	1-9
	The City needs to let the residents come up with other viable planning alternatives.	1-10
Alleyways should be converted into bike and pedestrian routes. There should be specific delineation for pedestrian routes.	1-11	

Letter 1: Planning Commission MeetingCommentNo.Response

- 1-1 The proposed project includes the adoption and implementation of the proposed Land Use and Circulation Elements. The proposed Land Use and Circulation Elements allow for the redevelopment of three focus areas: Station Square Transit Village, South Myrtle Avenue, and West Huntington Drive. The project analyzed does not include specific development proposals. As such, no direct impacts to specific resources will occur. All individual development projects proposed pursuant to this project would be required to assess their impacts on cultural resources under CEQA and comply with local, state, and federal regulations, including the City's Historic Preservation Ordinance. Specific information on impacts to cultural resource sites and historic buildings would be provided at that time.
- 1-2 The No Project Alternative is required to be analyzed in all EIRs per CEQA Guidelines Section 15126.6(e). The No Project Alternative must analyze what is reasonably expected to occur in the foreseeable future if the project were not approved (Draft EIR, page 5-3). In this case, the No Project Alternative is continuation of the existing Monrovia General Plan.
- 1-3 The purpose of CEQA is to disclose the environmental effects of a proposed action. The scope of the CEQA analysis is limited to the 16 issue areas listed in the Initial Study (see Appendix A of the Draft EIR). The EIR is a public disclosure document. The EIR does not directly impact businesses or people's homes; rather, the impacts associated with implementation of the proposed Land Use and Circulation Element are evaluated in the EIR, which is used as a decision-making document for the City of Monrovia. See Chapter 3.8, Population and Housing, for a discussion of impacts to housing. As stated on page 3.8-3, some housing may be displaced by new development, although the City's overall housing stock will increase as a result of the proposed Land Use and Circulation Elements. Impacts to specific housing will be assessed in separate CEQA document(s) at the time specific individual projects are proposed.
- 1-4 The City has complied with CEQA and the CEQA Guidelines during the preparation of the EIR for the project. The Draft EIR, dated October 2007, was prepared after soliciting input from the public, responsible agencies, and affected agencies through the EIR scoping process. The "scoping" of the EIR was conducted utilizing several of the tools available under CEQA. In accordance with Sections 15063 and 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) and Initial Study were prepared and distributed to the California Office of Planning and Research (State Clearinghouse), responsible agencies, affected agencies, and other interested parties on February 27, 2007. The NOP was posted in the Los Angeles County Clerk's office for 30 days. The NOP was also submitted to the State Clearinghouse to officially solicit participation in determining the scope of the EIR. In response to the NOP, 17 written comment letters were received from various agencies, organizations, and individuals. Public scoping meetings were held on March 26, 2007 at Monrovia City Hall Council Chambers. The purpose of these meetings was to seek input from public agencies and the

general public regarding the environmental issues and concerns that may potentially result from the proposed project.

The Draft EIR was circulated for public review and comment on October 26, 2007, initiating a 45-day public review period pursuant to CEQA and its implementing guidelines. The public review period provided interested public agencies, groups and individuals the opportunity to comment on the contents and accuracy of the document. The document and Notice of Completion (NOC) was distributed to the State Clearinghouse. Relevant agencies also received copies of the document. A Notice of Availability (NOA) was distributed to 27 agencies, which informed them of where they could view the document and how to comment. The purpose of the 45-day review period is to provide interested public agencies, groups and individuals the opportunity to comment on the contents and accuracy of the document. The document was available to the public at the City of Monrovia Planning Division and Monrovia Library. A copy of the document was also posted on the City's website. A public meeting was held on November 14, 2007 at Monrovia City Hall Council Chambers to solicit public comments on the Draft EIR.

The City of Monrovia has satisfied the public review requirements of CEQA and opportunity to review and comment on the Initial Study and Draft EIR has been provided.

- 1-5 Impacts of new development in the Station Square Transit Village are analyzed throughout the EIR. The impacts of potential new development in the Station Square Transit Village is taken in conjunction with focused development in the West Huntington Drive and South Myrtle Avenue corridors, as well as average growth throughout the City. Twelve issue areas were analyzed in detail in the Draft EIR. Two issues have been found to result in significant unavoidable adverse impacts – Air Quality (see Chapter 3.2) and Transportation/Traffic (see Chapter 3.10). Specifically, new development pursuant to the Land Use and Circulation Elements will exceed the SCAQMD significance thresholds and contribute to existing air quality standard violations for Reactive Organic Gases (ROG), particulate matter less than 10 microns in diameter (PM₁₀), and particulate matter less than 2.5 microns in diameter (PM_{2.5}). Future emissions will be generated by increased vehicle trips in Monrovia and electricity and gas use to power homes and equipment. Implementation of the proposed project will create significant impacts at 12 of 66 analyzed street segments. All other impacts will be less than significant or can be mitigated to a less than significant level.

It should be noted that the proposed project analyzed the total growth potential throughout the City based on the proposed Land Use and Circulation Elements. This document is a Program EIR per CEQA Guidelines Section 15168. As stated on page 1-1 of the Draft EIR, a Program EIR allows for review of a series of actions that can be characterized as one large project, are related geographically, and as logical parts in the chain of actions contemplated in connection with issuance of rules, regulations, or plans. The Program EIR allows for more exhaustive consideration of the effects and alternatives than would be practical in an EIR on separation individual actions and ensures consideration of cumulative impacts. This Program EIR does not entitle any specific individual development projects. When a specific development project is proposed in the Station Square Transit Village area, or elsewhere throughout the City, these projects will be subject to environmental review pursuant to CEQA.

1-6 See response 1-4 above.

1-7 The commentor's opinion is acknowledged and will be forwarded to the decision makers. As stated on pages 3.5-3 and 3.5-4 of the Draft EIR, the City's ability to provide water for all its citizens is dependent on continued enforcement by the City of new plumbing efficiency standards, landscape guidelines, and other water conservation programs. These standards will be applied to all new development.

1-8 As stated on page 2-6 of the Draft EIR, 4.35 acres of active park space will be dedicated within the Station Square Transit Village area. However, as indicated by the commentor, the ratio of parkland per 1,000 residents will decrease to 2.1 if no additional parkland is dedicated. As stated on page 3.9-11 of the Draft EIR,

Development in other parts of the City will be required to dedicate parkland in accordance with City standard or pay in-lieu fees. To contribute to parkland acquisition, consistent with Quimby Act regulations, Monrovia's dwelling unit tax (Monrovia Municipal Code Title 3, Chapter 3.32) may be collected to satisfy park provision requirements. The City's dwelling unit tax is determined at the time of the issuance of the building permits and all proceeds from the tax collected shall be paid into the Project Resource Fund. The Project Resource Fund is used by the City for the purposes of municipal projects, including improving and expanding public parks and recreational facilities. All residential projects, including those developed subsequent to the proposed Land Use and Circulation Elements, will be required to pay the dwelling unit tax.

1-9 The commentor's opinion is acknowledged and will be forwarded to the decision makers. As stated on page 3.3-2 of the Draft EIR,

Section 17.40 of the Monrovia Zoning Code establishes the City's Historic Preservation Ordinance. The intent of the Historic Preservation Ordinance is to protect the City's cultural heritage as embodied and reflected in the City's architectural history and patterns of development. The Historic Preservation Ordinance gives the Historic Preservation Commission the authority to review and designate local historical landmarks and historic districts. All potentially eligible historic resources are reviewed by the Historic Preservation Commission as part of the City's development review process. No demolition or alteration to a historic landmark or historic district may occur without obtaining a Certificate of Appropriateness from the Historic Preservation Commission.

As stated on page 3.3-3 of the Draft EIR, continued application of existing regulations will avoid significant adverse impacts on historic resources from implementation of the proposed Land Use and Circulation Elements at the programmatic level. The significance of impacts to historic resources resulting from specific future development projects will be determined on a project-by-project basis. CEQA review will be required for all projects involving potential historic resources. If project-level impacts are identified, specific mitigation

measures will be required per CEQA. Individual development projects could potentially result in significant impacts to specific historic resources; however, this would only be determined once specific projects are identified and carried forward for additional CEQA analysis.

1-10 The commentor's opinion is acknowledged and will be forwarded to the decision makers. As stated on page 5-1 of the Draft EIR, an EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible or would result in an intensification of impacts. The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The alternatives selected for analysis in the EIR are based on reducing or avoiding significant impacts of the proposed Land Use and Circulation Elements.

1-11 The commentor's opinion is acknowledged and will be forwarded to the decision makers. As this comment does not raise any concern over the analysis or conclusions in the EIR, no response is required.



COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

October 31, 2007

File No: 15-00.04-00

Mr. Steve Sizemore, Planning Division Manager
Department of Community Development
City of Monrovia
415 South Ivy Avenue
Monrovia, CA 91016

Dear Mr. Sizemore:

Monrovia General Plan Proposed Land Use and Circulation Elements

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on October 30, 2007. The proposed project area is located within the jurisdictional boundaries of District No. 15. We offer the following updated information regarding sewerage service:

- | | | |
|----|---|-----|
| 1. | <i>Pages 3.9-15 and 3.9-16, Wastewater Service:</i> The Whittier Narrows Water Reclamation Plant (WRP), San Jose Creek WRP, and Los Coyotes WRP currently process average flows of 8.1, 84.7, and 22.7 million gallons per day (mgd), respectively, for a total of 115.5 mgd. | 2-1 |
| 2. | All other information concerning Districts' facilities and sewerage service contained in the document is current. | 2-2 |

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

Very truly yours,

Stephen R. Maguin

Ruth I. Frazen
Ruth I. Frazen
Customer Service Specialist
Facilities Planning Department

RIF:rf

Letter 2: County Sanitation Districts of Los Angeles County

Comment

No.

Response

- | | |
|-----|--|
| 2-1 | The comment provides updated information on the capacity the County Sanitation Districts facilities. This information has been revised in the Final EIR accordingly. |
| 2-2 | The comment states that all other information regarding the County Sanitation Districts' facilities is correct. No response is required. |

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 658-6251
 Fax (916) 657-5390
 Web Site www.nahc.ca.gov
 e-mail: dn_nahc@pecbail.net



November 13, 2007

Mr. Steve Sizemore
CITY OF MONROVIA
 415 South Ivy Avenue
 Monrovia, CA 91016

Re: SCH#2007021135: CEQA Notice of Completion, draft Environmental Impact Report (DEIR) for the General Plan Update for the City of Monrovia, Los Angeles County, California

Dear Mr. Sizemore:

The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

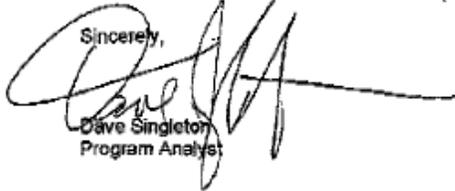
- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ <http://www.ohp.parks.ca.gov/1068/files/IC%20Roster.pdf>. The record search will determine:
 - If a part or the entire APE has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.
- ✓ Contact the Native American Heritage Commission (NAHC) for:
 - A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section.
 - The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s).
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- ✓ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.
 - CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

3-1

✓ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.
✓ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning and implementation

3-1
Cont.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

**Native American Contacts
Los Angeles County
November 13, 2007**

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020
(213) 351-5324
(213) 386-3995 FAX

Gabrielino/Tongva Council / Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
761 Terminal Street; Bldg 1, 2nd floor Gabrielino Tongva
Los Angeles , CA 90021
office @tongvatribes.net
(213) 489-5001 - Officer
(909) 262-9351 - cell
(213) 489-5002 Fax

Tl'At Society
Cindi Alvitre
6515 E. Seaside Walk, #C Gabrielino
Long Beach , CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Band of Mission Indians of CA
Ms. Susan Frank
PO Box 3021 Gabrielino
Beaumont , CA 92223
(951) 897-2536 Phone/Fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Administrator
4712 Admiralty Way, Suite 172 Gabrielino Tongva
Marina Del Rey , CA 90292
310-570-6567

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
5450 Slauson, Ave, Suite 151 PMB Gabrielino Tongva
Cuiver City , CA 90230
gtongva@verizon.net
562-761-6417 - voice
562-925-7989 - fax

Gabrielino/Tongva San Gabriel Band of Mission
Indians - Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed sCN#2007021135; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the General Plan Update for the City of Monrovia; Los Angeles County, California.

Letter 3: Native American Heritage Commission

Comment

No.

Response

3-1

In response to a similar letter received in response to the NOP and Initial Study (see Appendix A of the Draft EIR), letters were sent by the City to the San Fernando Band of Mission Indians, the Gabrielino/Tongva Tribal Council, and the Gabrielino/Tongva Council/Gabrielino Tongva Nation. No response was received from these contacts.

As stated on page 3.3-4, the potential for discovery of previously unknown archaeological resources and human remains has not been ruled out by the City. The significance of impacts to archaeological and paleontological resources resulting from specific future development projects will be determined on a project-by-project basis. Individual development projects could result in significant impacts to cultural resources. If project-level impacts are identified, specific mitigation measures will be required per CEQA. In accordance with CEQA Guidelines Section 15064.5(e), in the event of accidental discovery or recognition of human remains in any location other than a dedicated cemetery, there shall be no further work or ground disturbance of the site or any nearby areas reasonably suspected to overlay the adjacent human remains. The coroner must determine that no investigation of the cause of death is required. Or if the coroner determines the remains to be Native American, the most likely descendent of the remains makes a recommendation involving the treatment or disposal of the remains. In accordance with CEQA Guidelines Section 15064.5(f), if historical or unique archaeological resources are accidentally discovered during construction, work shall stop until the find can be evaluated by a qualified archaeologist and appropriate avoidance measures implemented.

I live at 1030 El Norte in Arcadia. The City of Monrovia is across the street. My concern has to do with the current high volume of traffic on Duarte Road between South Mayflower and South California Avenues. The area around Santa Fe Middle School and Duarte Road/Myrtle Ave. intersection has especially high truck traffic. As you know, compounding the problem is the fact that Duarte Road is currently a two-lane road east of Myrtle and north of Live Oak Cemetery. What if Metrolink doesn't acquire extra right-of-way from the Cemetery to widen that portion to four lanes w/left turn lanes.

4-1

It would be folly to build all the housing, restaurants, hotels, commercial facilities, Metrolink Station and accompanying bells and whistles without improving the Duarte Road/Myrtle Ave. traffic corridor. The commercial interests are not going to be happy when there's traffic gridlock in that area.

4-2

I don't see any language about routing Myrtle Avenue under the Metrolink tracks. Sure hope so. Also, sure hope Arcadia routes Santa Anita under the Metrolink tracks.

4-3

Thanks,
Sandra Bengel

Letter 4: Sandra Bengel

Comment

No.

Response

4-1 The traffic analysis in Chapter 3.10 of the Draft EIR studies the impacts of traffic on Duarte Road between 5th Avenue and Mayflower Avenue, Duarte Road between Mayflower Avenue and Myrtle Avenue, Duarte Road between Myrtle Avenue and California Avenue, and Duarte Road between California Avenue and Mountain Avenue, among other street segments. As shown on page 3.10-19, the additional traffic generated at buildout of the proposed Land Use and Circulation Elements in conjunction with traffic growth in the region and from specific related projects will result in significant impacts Duarte Road between 5th Avenue and Mayflower Avenue and Duarte Road between Mayflower Avenue and Myrtle Avenue. Even with implementation of mitigation measures, transportation demand management, light synchronization, and other improvements specified in the proposed Circulation Element, impacts on these two segments of Duarte Road will remain. The impact will be significant and unavoidable at the programmatic level.

4-2 The proposed project analyzes buildout of the City of Monrovia pursuant to the proposed Land Use and Circulation Elements. Although the proposed Land Use Element allows for new residential, retail, office, hospitality, open space, and transit uses within this portion of the City, specific development projects are not proposed as part of this project. These projects will be subject to separate environmental review at the time they are proposed.

It should be noted that improvements to Duarte Road and Myrtle Avenue are contemplated as part of the proposed Circulation Element (see page 3.10-12 of the Draft EIR):

Myrtle Avenue between Evergreen Avenue and Duarte Road will remain a primary arterial, but a new cross-section standard is proposed to enhance north-south traffic flow. The right-of-way will increase from 84 feet to 120 feet allowing for the provision of an additional lane in each direction on this roadway segment. The existing right-of-way south of Duarte Road is 100 feet and is configured for four through lanes. This portion of Myrtle Avenue could ultimately be reconfigured to allow for six through lanes to provide additional capacity during peak periods and throughout the day.

As discussed in Response 4-1 above, even with implementation of these proposed improvements and mitigation measures, impacts to 11 of the 66 analyzed roadway segments will remain significant and unavoidable.

4-3 The commentor's opinion is acknowledged and will be forwarded to the decision makers. At this time, the City of Monrovia and the Metro Gold Line Foothill Extension Construction Authority do not propose to route Myrtle Avenue beneath the Gold Line tracks. The crossing would be at-grade. To improve traffic flow when the Gold Line is in operation, the proposed Circulation Element incorporates

the roadway capacity measures recommended as part of the Final EIR/EIS for the Gold Line Phase II Pasadena to Montclair – Foothill Extension.



**Metro Gold Line Foothill Extension
Construction Authority**

406 E. Huntington Drive, Suite 202
Monrovia, CA 91010-5833

626-471-9050 ph
626-471-9049 fx

www.foothillextension.org

Board Members:

Don Blickenstaff
Mayor, City of
a Verme
ppointee of
an Gabriel Valley
ouncil of
overnments

Rivlen Bonzo
ice Chair
ppointee of
os Angeles County
etropolitan
ransportation
uthority

Job Hammond
Member
Mayor, City of
Monrovia
ppointee of
City of
Pasadena

Celth Hankes
Member
Council Member,
City of Azusa
ppointee of
City of
South Pasadena

Ed P. Rayes
Member
Council Member,
City of Los Angeles
ppointee of
City of
Los Angeles

Bill Bogaard
Member, Non-Voting
Mayor, City of
Pasadena
ppointee, City of
Pasadena

Lara Larramendi
Member, Non-Voting
Governatorial
ppointee

Daniel M. Evans
Member, Non-Voting
City of
South Pasadena
ppointee, City of
South Pasadena

Executive Officer:

Habib F. Gollen
Chief Executive Officer

November 27, 2007

BLCA-COM-064

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

**Subject: Draft Environmental Impact Report - Monrovia General Plan:
Station Square Transit Village**

Dear Sir or Madam:

The Construction Authority has reviewed your Draft Environmental Impact Report and we are very supportive of your efforts in transit-oriented development of the Huntington Drive and Myrtle Avenue corridors. In reviewing your DEIR, however, we found a few items that the City should take under consideration:

General Throughout the DEIR, reference is made to the 2004 DEIS/R for the Metro Gold Line Foothill Extension. Please be aware that the Gold Line Construction Authority approved the project in February 2007 and that reference should be made to the February 2007 FEIR, which is available on the Authority's website.

5-1

Page ES-15 DEIR correctly refers to the Gold Line approving the project in February 2007, but incorrectly references the 2004 DEIR/S. Reference should be made to the February 2007 FEIR.

Page ES-28 States that residences within 300 feet of the Gold Line should be studied. While this is a conservative approach, the City should review the Gold Line's 2007 FEIR, which indicates that vibration impacts are less than 72 dB beyond 100 feet.

5-2

Page 2-17 DEIR correctly refers to the Gold Line approving the project in February 2007, but incorrectly references the 2004 DEIR/S. Reference should be made to the February 2007 FEIR.

5-3

Page 3.7-15 The February 2007 Gold Line FEIR indicates that Ldn at 55 mph is predicted to be less than 63 dBA at 50 feet.

5-4

Page 3.7-16 The February 2007 Gold Line FEIR indicates that vibration levels are predicted to be less than 72 dB at 100 feet.

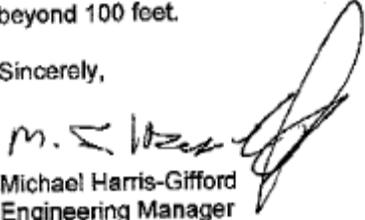
5-5

City of Monrovia
November 27, 2007, page 2

Page 3.7.17 States that residences within 300 feet of the Gold Line should be studied. While this is a conservative approach, the City should review the Gold Line's 2007 FEIR, which indicates that vibration impacts are less than 72 dB beyond 100 feet.

5-6

Sincerely,


Michael Harris-Gifford
Engineering Manager

CC: Document Control, H. Balian, J. Ball

Letter 5: Metro Gold Line Foothill Extension Construction Authority

Comment

No.

Response

- | | |
|-----|---|
| 5-1 | References throughout the EIR have been revised to refer to the Metro Gold Line Foothill Extension Final EIS/EIR. |
| 5-2 | The commentor's opinion is acknowledged and will be forwarded to the decision makers. |
| 5-3 | See Response 5-2 above. |
| 5-4 | The comment provides updated information regarding rail noise. This information has been revised in the Final EIR accordingly. |
| 5-5 | The comment provides updated information regarding vibration associated with the proposed Gold Line light rail extension. This information has been revised in the Final EIR accordingly. |
| 5-6 | See Response 5-2 above. |

SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

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Orange County: Chris Kirby, Orange County; Roberto Lopez, Fullerton; John Brennan, Brea; Sou Rhee, Irvine; Duane Cook, Huntington Beach; Todd Pardo, Newport Beach; Richard Ryan, Lake Forest; Roy Nease, Los Alamitos; Paul Cook, Laguna Hills; James Hester, Anaheim; Shanon Galt, Tustin

Riverside County: Jeff Stone, Riverside County; Eugene Bentley, Lake Elsinore; Beverly Robinson, Moreno Valley; Don Lindquist, Riverside; Greg Horn, Calipatria; Ron Roberts, Temecula

San Bernardino County: Gary Dahl, San Bernardino County; Lawrence Egan, Rancho; Fred Galan, Fontana; Lee Jimenez, Grand Terrace; Tom Soper, Town of Apple Valley; Larry McCaffrey, Highland; William Robinson, Chino; Alvin Wagner, Orange

Ventura County: Lora Potts, Ventura County; Don Bryant, Santa Ynez; Carl Albrecht, San Juan Capistrano; John Young, San Paburo

Yuba County: Gary Dahl, Yuba County; Tom Soper, Yuba County

Yuba County Transportation Authority: Jim Cook, Yuba City

Yuba County Transportation Commission: Jim Cook, Yuba City

San Bernardino Associated Governments: Paul Hill

Orange County Transportation Commission: Mark Miller, Orange

December 6 2007

Mr. Steve Sizemore, Planning Division Manager
City of Monrovia Planning Division
415 South Ivy Avenue
Monrovia, CA 91016

RE: SCAG Comments on the Draft Environmental Impact Report for the Monrovia General Plan Update - SCAG No. I20070656

Dear Mr. Sizemore,

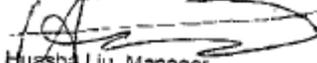
Thank you for submitting the Draft Environmental Impact Report (DEIR) for the City of Monrovia General Plan Update - SCAG No. I20070656 for review and comment. The Southern California Association of Government (SCAG) is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The Monrovia General Plan Update is a comprehensive update of the City General Plan through the year 2030 and consists of: 1) proposed amendments to the City of Monrovia General Plan Land Use and Circulation Elements, and 2) any subsequent revisions to Title 17 (Zoning) of the Monrovia Municipal Code required to implement the proposed Land Use Element amendments.

The Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) may be applicable to your project. We have evaluated this project based on these plans. The RCPG, RTP and CGV can be found on the SCAG web site at: <http://scag.ca.gov/igr>

The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. Please provide a copy of the Final Environmental Impact Report (FEIR) for our review. If you have any questions regarding the attached comments, please contact James R. Tebbetts at (213) 236-1915. Thank you.

Sincerely,


Huesha Liu, Manager
Program Development and Evaluation Division

DOCS# 142221 v1

6 December 2007
Mr. Steve Sizemore
Page 2

**COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE MONROVIA GENERAL PLAN UPDATE - SCAG NO. I 20070656**

PROJECT DESCRIPTION

The Monrovia General Plan Update is a comprehensive update of the City 1993 General Plan through the year 2030. The Program EIR analyzes adoption and long-term implementation of: 1) proposed amendments to the City of Monrovia General Plan Land Use and Circulation Elements, and 2) any subsequent revisions to Title 17 (Zoning) of the Monrovia Municipal Code required to implement the proposed Land Use Element amendments. The proposed Land Use and Circulation Elements establish goals and policies to guide long-term decision-making regarding land use, circulation, public safety, and related issues. The General Plan applies to all properties within the City of Monrovia. However, the proposed land use changes are concentrated into three "focus areas" that the City has identified as most suitable for increased development intensity: Station Square Transit Village, South Myrtle Avenue, and West Huntington Drive. The Zoning Code is the primary tool for implementing land use plans and policies contained in the General Plan. The Zoning Code establishes zoning districts and regulations for each district with respect to permitted uses, allowable density, building height, development character, and development standards. The Zoning Code serves as the mechanism to achieve the goals, policies, and development expectations established in the General Plan.

The City proposes to replace the current PD-12, PD-12A and PD-13 designations in the Station Square Transit Village area with a single Planned Development designation. The land use policies will establish the following parameters for land uses and development approaches within the Station Square Transit Village PD: A minimum of 1,400 dwelling units to a maximum of 3,600 dwelling units; Up to 850,000 square feet of office space; A maximum of 151,200 square feet of retail/dining space with a broad range of neighborhood-serving retail and restaurant uses permitted; Up to 45,800 square feet of hotel facilities; A minimum of 4.35 acres of active park space within this portion of the City of Monrovia; A transit station, bus transfer terminal supporting parking facilities, a rider drop-off area and other improvements supporting transit facilities.

The City proposes to re-designate properties along the West Huntington Drive corridor to allow for the gradual transition of the corridor to a multi-function urban street. The proposed Land Use Element a subsequent zone changes will create: Two new commercial land use designations to accommodate diverse commercial uses and Opportunities for mixed-use commercial and residential developments

Within the South Myrtle Avenue corridor, the City proposes to establish the following policies for land use and development approaches: Residential uses at a maximum density of 54 dwelling units per acre; Office development may be built as stand-alone product or as part of a horizontally or vertically integrated mixed-use development; A broad variety of retail-dining space, and Manufacturing and industrial space

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the DEIR for the City of Monrovia General Plan Update.

3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review*

6-1

8 December 2007
 Mr. Steve Sizemore
 Page 3

Regional Growth Forecasts

The DEIR should reflect the most current SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The forecasts for your region, county, subregion and city are as follows:

Adopted SCAG Regionwide Forecasts

	2010	2015	2020	2025	2030
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Adopted San Gabriel Valley Association of Cities Forecasts

	2010	2015	2020	2025	2030
Population	2,065,918	2,163,074	2,257,808	2,346,874	2,430,652
Households	598,457	633,327	668,667	703,568	738,241
Employment	855,663	882,956	907,883	930,419	950,947

City of Monrovia Forecasts ¹

	2010	2015	2020	2025	2030
Population	39,037	39,586	40,126	40,648	41,145
Households	13,755	14,053	14,354	14,656	14,961
Employment	24,134	24,697	25,227	25,705	26,142

¹ The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

SCAG is in the process of updating its Growth, Household, and Employment Forecasts. The Draft 2008 RTP Baseline Growth Forecast (built upon subregion/local jurisdiction input) has been released by the Community, Economic and Human Development Committee (CEHD) along with the Draft 2008 RTP for public review and comment. You may wish to review these forecasts to determine compatibility with any General Plan Forecasts. The following 2035 forecasts are provided for your reference.

City of Monrovia – 2035 Growth Forecast¹

Population	Households	Employees
42,378	14,856	19,684

¹ Source: Draft 2008 RTP Baseline Growth Forecast
 (http://scag.ca.gov/forecast/downloads/RTP_baseline_forecasts_1001.xls)

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 3.01 was not evaluated in light of this Project in this Section. The City estimates in the General Plan's 2030 population and households would exceed SCAG's 2030 Adopted Growth Forecast and 2035 Draft Growth Forecast for population, households and employees.

6-1
 cont.

6 December 2007
 Mr. Steve Sizemore
 Page 4

City of Monrovia – General Plan Growth Increase¹

	Population	Households	Employees
General Plan Increase ¹	9,004	3,624 ²	1,988
2030 City Forecast ²	58,805	18,097 ²	21,988
2030 SCAG Forecast ³	41,146	14,961	26,142
2035 SCAG Forecast ⁴	42,378	14,856	19,684

1. Environmental Impact, Impact POP-1 - Pages 3.8-2 to 3.8-4.
2. Assumes Occupancy rate of 96.7% (per 2000 Census) for 3,746 net new dwelling units and 18,707 total dwelling units upto the year 2030.
3. Per 2004 RTP
4. Per Draft 2008 RTP

6-1
 cont.

If not already submitted, the City should supply the assumptions and data used for its 2030 Forecasts for possible inclusion in the SCAG Forecast process. Because this Policy was not discussed in the DEIR and the City's Forecast is greater than SCAG's adopted and draft forecasts, we can not determine if the project is consistent with Policy 3.01.

- 3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 3.03 was not evaluated in light of this Project in this Section. The City of Monrovia is located in an urban area, and predominately built out. The proposed amendments will take place within the City, where public facilities, utility systems, and transportation systems currently exist. Expansion of these services may be needed to support proposed development. As such, the General Plan Update is consistent with Policy 3.03.

6-2

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 3.04 was not evaluated in light of this Project in this Section. While the General Plan contains policies to maintain a balance between jobs and housing, it can not be determined from the Plan wither or not the jobs being provided would provide sufficient income to afford housing in the City. As such, we can not determine if the project is consistent with Policy 3.04.

6-3

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- 3.05 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 3.05 was not evaluated in light of this Project in this Section. As the City is mostly built out, any development would be adjacent to infrastructure, making better use of these facilities. As such, the General Plan Update is consistent with Policy 3.05.

6-4

- 3.06 *Support public education efforts regarding the costs of various alternative types of growth and development.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 3.06 was not evaluated in light of this Project in this Section. The update to the General Plan began when the City Council brought in the Urban Land Institute (ULI) to study Monrovia and present recommendations that would allow the community to successfully manage growth. The ULI study was incorporated into the current General Plan update. In preparing the General Plan Update and its accompanying Draft Environmental Impact Report, the City conducted a series of community meetings over the past two years. In the fall of 2006, the City held a Transportation Summit that focused on utilizing existing transportation corridors and the planned Gold Line extension as ways to manage future growth. In March, 2007 property owners in the planning areas were invited to participate in a discussion of future development. Finally, the City conducted a Town Hall meeting in May of this year to solicit comments from the public on proposed changes to the Land Use and Circulation Elements. As such, the General Plan Update is consistent with Policy 3.06.

6-5

- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 3.09 was not evaluated in light of this Project in this Section. As the City is mostly built out, any development would be adjacent to infrastructure, making better use of these facilities. As such, the General Plan Update is consistent with Policy 3.09.

6-6

- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 3.10 was not evaluated in light of this Project in this Section. The General Plan incorporates policies toward the processing of proposed development applications. As such, the General Plan Update is consistent with Policy 3.10.

6-7

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural

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resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 3.11 was not evaluated in light of this Project in this Section. The City is a job rich community (Ratio of 1.75 estimated for 2010). The Plan proposes a lower jobs/housing ratio than currently exists (.55), by increase housing opportunities within the City. The General Plan contains a variety of policies towards both housing and job development and creation. As such, the General Plan Update is consistent with Policy 3.11.

6-8

- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 3.12 was not evaluated in light of this Project in this Section. The City of Monrovia is almost completely built out. Any development proposed would take advantage of existing infrastructure. The City of Monrovia is well served by three bus lines (City, Foothill Transit, and MTA) and there is proposed a Gold Line Station. The General Plan through the Circulation Element has proposed bike and pedestrian trails and paths. As such, the General Plan Update is consistent with Policy 3.12.

6-9

- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 3.13 was not evaluated in light of this Project in this Section. The City of Monrovia is almost completely built out and access to transit will be accomplished through infill and redevelopment of property in the City. The Station Square Transit Village portion of the General Plan will be developed around the proposed Gold Line Station. As such, the General Plan Update is consistent with Policy 3.13.

6-10

- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policies 3.14, 3.15, and 3.16 were not evaluated in light of this Project in this

6-11

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Section. There is proposed the Station Square Transit Village around the proposed Gold Line Station. The Vision Statement for this area calls for A Dynamic, Mixed-Use, Transit-Oriented Community. As found on Table 2 (Summary of Land Uses) of the Draft General Plan Land Use Element, the land uses in this area include: Residential - 3,600 units – maximum; Commercial - 150,000 Square Feet – maximum; Office - 850,000 square feet – maximum; Hospitality - Hotel Rooms – 200 maximum and Ancillary Facilities 46,000 square feet; and Open Space Areas - 4.35 acres minimum district-wide. As such, the General Plan Update is consistent with Policies 3.14, 3.15, and 3.16.

6-11
 cont.

3.17 Support and encourage settlement patterns which contain a range of urban densities.

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 3.17 was not evaluated in light of this Project in this Section. Page 20 of the Draft Land Use Element identifies the various residential land use classifications proposed, that have densities ranging from one (1) to 54 dwelling units per acre, depending on the location of the project. For Commercial and Industrial Land Uses, floor area ratios (FAR) range from 0.51 to 3.0, depending on location and type of project. As such, the General Plan Update is consistent with Policy 3.17.

6-12

3.18 Encourage planned development in locations least likely to cause adverse environmental impact.

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 3.18 was not evaluated in light of this Project in this Section. The City of Monrovia is almost fully built out. Proposed new development will primarily occur within the man-made portions of the City. There will be very impacts associated with the natural environment (i.e., biological, wetlands, etc). There will be very little impact associated with some aspects of the natural environment (i.e., biological, wetlands, etc). Those impacts that might occur (i.e. ground shaking, cultural resources, etc.) would be adequately mitigated to reduce impacts. Areas in which impacts might occur have been previously identified and incorporated into the general plan. As such, the General Plan Update is consistent with Policy 3.18.

6-13

3.19 National Forests shall remain permanently preserved and used as open space. SCAG shall support policies and actions that preserve open space areas identified in local, state, and federal plans.

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 3.19 was not evaluated in light of this Project in this Section. The project proposes amendments to the Land Use and Circulation Elements of the General Plan, so no changes are proposed as it concerns open space. However, in July 2000 voters in Monrovia decided to preserve open space and tax them to help buy hillside land from private owners to keep it from further residential development. As such, the General Plan Update is consistent with Policy 3.19.

6-14

3.20 Vital resources as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals should be protected.

3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.

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- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policies 3.20, 3.21, 3.22, and 3.23 were not evaluated in light of this Project in this Section. The City of Monrovia is almost fully built out. Proposed new development will primarily occur within the man-made portions of the City. There will be very little impact associated with some aspects of the natural environment (i.e., biological, wetlands, etc). Those impacts that might occur (i.e. ground shaking, cultural resources, noise etc.) would be adequately mitigated to reduce impacts. Areas in which impacts might occur have been previously identified and incorporated into the general plan. As such, the General Plan Update is consistent with Policies 3.20, 3.21, 3.22, and 3.23.

6-15

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.24 *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 3.24 was not evaluated in light of this Project in this Section. The DEIR makes reference to the 2000-2005 planning period for RHNA. The current adopted planning period for RHNA is January 1, 2006 - June 30, 2014. For this time period a total of 567 housing units are identified. The recently approved Regional Housing Needs Assessment noted the following allocation for the City of Monrovia.

Final Regional Housing Need Allocation Plan - Planning Period (January 1, 2006 - June 30, 2014) for Jurisdictions within the Six-County SCAG Region (approved by the SCAG Regional Council on July 12, 2007) ¹

Very low income households	Low income households	Moderate income households	Above Moderate income households	Total Households
142	88	96	241	567

1. Source: http://scag.ca.gov/Housing/pdfs/rhna/RHNA_FinalAllocationPlan071207.pdf

The DEIR should reflect this current allocation. Once this is done, the General Plan Update is consistent with Policy 3.24.

6-16

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- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 3.27 was not evaluated in light of this Project in this Section. Within the City of Monrovia there are many public education, housing, health care, and social services. The City operates a variety of recreational facilities, along with law enforcement and fire protection. As such, the General Plan Update is consistent with Policy 3.25.

6-17

AIR QUALITY CHAPTER

The Air Quality Chapter core actions related to the proposed project include:

- 5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulation can be assessed.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 5.07 was not evaluated in light of this Project in this Section. The City of Monrovia operates Monrovia Transit operates within the city with curb-to-curb, on-call service for Monrovia residents and visitors. There is also bus service provided by Foothill Transit and MTA. Proposed is a station to be constructed and be associated with the Metro Gold Line. As such, the General Plan Update is consistent with Policy 5.07.

6-18

- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 5.11 was not evaluated in light of this Project in this Section. Sections 3.2 (Air Quality), 3.6 (Land Use), and 3.10 (Transportation/Traffic) have incorporated comments from a variety of agencies concerned with air quality, land use, transportation, and economic relations. Therefore, the proposed project would be consistent with SCAG Policy 5.11.

6-19

OPEN SPACE AND CONSERVATION CHAPTER

The Open Space and Conservation Chapter goals related to the proposed project include:

- 9.1 *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.*
 9.2 *Increase the accessibility to open space lands for outdoor recreation*
 9.3 *Promote self-sustaining regional recreation resources and facilities.*

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- 9.4 *Maintain open space for adequate protection to lives and properties against natural and manmade hazards.*
- 9.5 *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.*
- 9.6 *Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.*
- 9.7 *Maintain adequate viable resource production lands, particularly lands devoted to commercial agriculture and mining operations.*
- 9.8 *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policies 9.1, 9.2, 9.3, 9.4, 9.5, 9.6, 9.7, and 9.8 were not evaluated in light of this Project in this Section. Section 3.9 (Public Services, Recreation, and Utilities - Page 3.9.9) identifies open space within the City of Monrovia. Within the City, there is 122.67 acres of active passive parkland. The city currently maintains a ratio of 3.14 acres of parkland per 1,000 residents. The national park standard is 3 acres of parkland per 1,000 residents. The General Plan has included policies to minimize impacts to development in areas such as hillsides, canyons, areas subject to flooding and wildfires, etc. The City of Monrovia does not currently consist of any lands with viable resource production lands (i.e. commercial agriculture or mining operations). There is no known rare or endangered plant or animal species have been identified within the City of Monrovia. Lower hillside areas in which development is permitted could potentially contain special or sensitive species and/or habitats. Development in these areas will be managed to minimize impacts. As such, the General Plan Update is consistent with Policies 9.1, 9.2, 9.3, 9.4, 9.5, 9.6, 9.7, and 9.8.

6-20

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The Water Quality Chapter goals related to the proposed project include:

- 11.07 *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

SCAG staff comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. Policy 11.07 was not evaluated in light of this Project in this Section. As part of the Initial Study (see Appendix A), it was determined that the proposed project will not exceed the wastewater treatment requirements of the Regional Water Quality Control Board. There is no discussion as to the use of reclaimed water and as such we can determine if the General Plan Update is consistent with Policy 11.07.

6-21

REGIONAL TRANSPORTATION PLAN

The 2004 Regional Transportation Plan (RTP) also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and

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commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals

- RTP G1 Maximize mobility and accessibility for all people and goods in the region.*
- RTP G2 Ensure travel safety and reliability for all people and goods in the region.*
- RTP G3 Preserve and ensure a sustainable regional transportation system.*
- RTP G4 Maximize the productivity of our transportation system.*
- RTP G5 Protect the environment, improve air quality and promote energy efficiency.*
- RTP G6 Encourage land use and growth patterns that complement our transportation investments.*

Regional Transportation Plan Policies

- RTP P3 RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.*

SCAG Staff Comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3.6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. RTP Goals and Policies were not evaluated in light of this Project in this Section. The RTP Plan should be included in a separate section, as it is not a sub-section of the RCPG. Interstate 210 (Foothill Freeway, I-210) is located along the southerly portion of the City. With opening of the I-210 in the Inland Empire, there has been increase in traffic on the freeway, with associated spill over onto City Streets. Review of the 2004 RTP () does not indicated any improvements to the I-210 in the Monrovia area. A major transportation program that would affect the City is the future expansion of the Gold Line. There is proposed a station along the Gold Line within the City of Monrovia. As part of the Land Use Element, design and development standards are included in the proposed project (Station Square Transit Village). As such, the General Plan Update is consistent with the Regional Transportation Plan Goals and Policies.

6-22

GROWTH VISIONING

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents

- GV P1.1 Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.2 Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.3 Encourage transit-oriented development.*
- GV P1.4 Promote a variety of travel choices*

Principle 2: Foster livability in all communities

- GV P2.1 Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2 Promote developments, which provide a mix of uses.*
- GV P2.3 Promote "people scaled," walkable communities.*
- GV P2.4 Support the preservation of stable, single-family neighborhoods.*

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Principle 3: Enable prosperity for all people

- GV P3.1 Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
- GV P3.2 Support educational opportunities that promote balanced growth.*
- GV P3.3 Ensure environmental justice regardless of race, ethnicity or income class.*
- GV P3.4 Support local and state fiscal policies that encourage balanced growth*
- GV P3.5 Encourage civic engagement.*

Principle 4: Promote sustainability for future generations

- GV P4.2 Focus development in urban centers and existing cities.*
- GV P4.3 Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
- GV P4.4 Utilize "green" development techniques*

SCAG Staff Comments: Section 3.6 (Land Use - Regulatory Framework - Regional Comprehensive Plan and Guide (Starting on Page 3-6-2)) provides a summary of the pertinent goals and policies of SCAG's RCPG. CGV Policies were not evaluated in light of this Project in this Section. The CGV Plan should be included in a separate section, as it is not a sub-section of the RCPG. The Proposed General Plan update provides a number of policies related to implementing the CGV within the City of Monrovia. The General Plan also includes policies related to implementing the Compass 2% Strategy around the general location of the planned Monrovia Gold Line Station t (Station Square Transit Village). The City of Monrovia is almost fully built out. Proposed new development will primarily occur within the man-made portions of the City. There will be very little impact associated with some aspects of the natural environment (i.e., biological, wetlands, etc). Those impacts that might occur (i.e. ground shaking, cultural resources, noise etc) would be adequately mitigated to reduce impacts. Areas in which impacts might occur have been previously identified and incorporated into the general plan update. As part of the update process the City held a number of community meetings to discuss the various aspects of the update. New development pursuant to the proposed Land Use and Circulation Elements will be required to comply with the City's waste reduction programs. No discussion can be found as it relates to the utilization of 'green' development techniques. As such, the General Plan Update is generally consistent with the CGV and Compass 2% Strategy Principles and Policies, except for noted missing items

6-23

GENERAL COMMENTS

Page 3-6-2 (Regional Comprehensive Plan and Guide – 2nd Paragraph) – Typo, 6th Line. Typed as SCVCOG's, should be SGVCOG's .

6-24

Page 3-6-2 (Regional Comprehensive Plan and Guide – 1st Paragraph) – Reference is made to a "Development Guide Program" as it relates to SCAG plans and programs. Discussion with staff notes that SCAG does not have such a program. What is the source of this information?

6-25

Page 3-8-3 - Third Full Paragraph - The DEIR states "SCAG anticipates that Monrovia will have 14,961 dwelling units by 2030. " Please note SCAG's forecast is for households, not dwelling units.

6-26

CONCLUSION

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

6-27

Letter 6: Southern California Association of GovernmentsCommentNo.Response

6-1 Chapter 3.8, Population and Housing, of the Draft EIR discusses population at buildout of the proposed Land Use and Circulation Elements and consistency with the Southern California Association of Governments' (SCAG) regional and local growth projections. As stated on page 3.8-2 of the Draft EIR, the City's growth rate exceeds SCAG's projections for Monrovia and the San Gabriel Valley subregion. SCAG's growth projections were taken from the letter SCAG submitted on March 26, 2007 in response to the Notice of Preparation and Initial Study (see Appendix A of the Draft EIR). These population projections are based on the 2004 RTP, which the commentor states should be reflected in the Draft EIR.

The commentor also provides updated population information from SCAG based on the Draft 2008 RTP Baseline Growth Forecast. SCAG projects that the population in Monrovia will be 42,378 persons in 2035. Monrovia's projected population at buildout of the proposed Land Use and Circulation Elements will be 58,805 persons. As such, the projected population at buildout of the proposed Land Use and Circulation Elements still exceeds the more recent population projections provided by SCAG.

The comment letter states that the City of Monrovia should supply the assumptions and data used for its 2030 population forecasts to SCAG for consideration in the 2008 RTP. As stated on page 2-16 of the Draft EIR,

The total current population for the City of Monrovia in 2007 is approximately 39,147 persons. While the 1993 General Plan anticipated a population of 49,147 persons by 2013, total growth in Monrovia has been relatively static over the past 20 years. From a historic standpoint, Monrovia's population has grown approximately one percent per year since the 1980 census. This trend is expected to continue in the remainder of the City, outside of the focus areas. During the 23-year time period of the proposed Land Use and Circulation Elements, growth within the rest of the City will primarily occur from the reuse and redevelopment of existing parcels. As such, the average annual growth rate for the entire City will represent approximately 2.2 percent per year, or a 50 percent increase in population in 2030 over existing conditions. The total population in 2030 is expected to be 58,805 persons, or an increase of 19,658 persons over the 23-year planning horizon.

6-2 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policy 3.03. The comment is noted.

6-3 Jobs/housing balance is discussed in Chapter 3.8, Population and Housing. On page 3.8-4 of the Draft EIR it is stated that ratio of jobs per housing unit in 2030 will be 1.18. The current ratio is 1.42. Thus, implementation of the proposed Land

Use and Circulation Elements will bring the City closer to a balance where people can live and work in Monrovia.

- 6-4 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policy 3.05. The comment is noted.
- 6-5 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policy 3.06. The comment is noted.
- 6-6 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policy 3.09. The comment is noted.
- 6-7 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policy 3.10. The comment is noted.
- 6-8 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policy 3.11. The comment is noted.
- 6-9 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policy 3.12. The comment is noted.
- 6-10 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policy 3.13. The comment is noted.
- 6-11 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policies 3.14, 3.15, and 3.16. The comment is noted.
- 6-12 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policy 3.17. The comment is noted.
- 6-13 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policy 3.18. The comment is noted.
- 6-14 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policy 3.19. The comment is noted.
- 6-15 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policies 3.20, 3.21, 3.22, and 3.23. The comment is noted.
- 6-16 The comment provides updated information on the City's Regional Housing Needs Assessment. This information has been revised in the Final EIR accordingly. The comment states that once this is done the proposed Land Use and Circulation Elements will be consistent with SCAG Policy 3.24.
- 6-17 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policy 3.25. The comment is noted.
- 6-18 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policy 5.07. The comment is noted.

- 6-19 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policy 5.11. The comment is noted.
- 6-20 The comment states that the proposed Land Use and Circulation Elements are consistent with SCAG Policies 9.1, 9.2, 9.3, 9.4, 9.5, 9.6, 9.7, and 9.8. The comment is noted.
- 6-21 As discussed in Chapter 3.5, Hydrology, the City of Monrovia does not rely on imported water. The City obtains approximately 8,200 acre-feet per year (af/yr) from five wells pumping from an average depth of 140 feet from the San Gabriel Groundwater Basin. The Main San Gabriel Groundwater Basin was adjudicated in 1973. The Main Basin Judgment does not restrict the quantity of water that may be extracted from the Basin. However, it provide a means of replacing all annual extractions in excess of a party's annual right to extract water with supplemental water. As such, water removed from the San Gabriel Groundwater Basin is ultimately re-injected to maintain a relatively constant water level. With implementation of the proposed Land Use and Circulation Elements, the City will still be able to accommodate projected future growth from water supplied through the San Gabriel Groundwater Basin. This City will accomplish this by reducing overall demand through continued implementation of its water conservation ordinance. The City will not rely on imported water to accommodate future growth. As such, the proposed project is consistent with SCAG Policy 11.07.
- 6-22 The comment states that the proposed Land Use and Circulation Elements are consistent with the SCAG Regional Transportation Plan Goals and Policies. The comment is noted.
- 6-23 The comment states that the proposed Land Use and Circulation Elements are consistent with the SCAG Compass Growth Visioning and Compass 2% Strategy Principles and Policies. The comment is noted.
- 6-24 The comment indicates a typographical error on page 3.6-2 of the Draft EIR. This information has been revised in the Final EIR accordingly.
- 6-25 The comment indicates reference to a Development Guide Program. No program was found to exist. This information has been revised in the Final EIR accordingly.
- 6-27 The comment indicates a reference to dwelling units on page 3.8-3 of the Draft EIR that should read households. This information has been revised in the Final EIR accordingly.
- 6-27 The comment states that all feasible measures needed to mitigate potentially negative regional impacts associated with the proposed project should be implemented. The comment is noted. All feasible measures have been applied to the project. These are summarized in Chapter 4 of this Final EIR.



IRWINDALE CITY
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MAYOR PRO TEMPORE

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December 10, 2007

Steve Sizemore, Planning Division Manager
City of Monrovia Planning Division
415 South Ivy Avenue
Monrovia, CA 91016

RE: Draft Environmental Impact Report
City of Monrovia General Plan Land Use and Circulation Elements

Dear Mr. Sizemore:

Thank you for providing the City of Irwindale with the opportunity to review and comment on the above-referenced environmental document. Staff has found that the potential impacts of the proposal to the City of Irwindale are less than significant in regards to Transportation and Circulation as well as for Land Use. This is consistent with our response to the Notice of Preparation dated April 4, 2007.

Based on the Draft Environmental Impact Report, Area PD-21 – Peck Road Specific Plan and Area PD-22 – Peck Road Dump Site share a common border with the City of Irwindale. The proposed land uses for the specific plan areas are compatible to many of the existing land uses in the Cities of Irwindale and Monrovia as well as Unincorporated Los Angeles County. The proposed uses are predominately industrial and are consistent with our General Plan designations. Because this proposal could eventually entail project development and intensification along the common border, the City of Irwindale will review and comment upon future individual developments for any proposed construction.

If you have any questions, please contact me at (626) 430-2260

Sincerely,

Brandi M. Wright
Associate Planner

C: File
Ray Hamada, Director of Planning
Paula Kelly, Senior Planner

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ROSEMARY M. RAMIREZ

SUZANNE E. GOMEZ

7-1

Letter 7: City of Irwindale

Comment

No.

Response

7-1

The comment states that the proposed land uses are consistent with existing land uses in the City of Irwindale. The City will review and comment on future individual development projects. The comment is noted.

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4.0 Mitigation Monitoring and Reporting Program

Public Resources Code Section 21081.6 requires that mitigation measures identified in environmental review documents prepared in accordance with CEQA are implemented after a project is approved. Therefore, this Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures for the Monrovia General Plan Proposed Land Use and Circulation Elements.

The City of Monrovia is the agency responsible for implementation of the mitigation measures identified in the EIR. This MMRP provides the City with a convenient mechanism for quickly reviewing all the mitigation measures including the ability to focus on select information such as timing. The MMRP identifies the timeframe in which the required mitigation measure must be monitored and the monitoring/enforcement agency.

Table 4-1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Time Frame/ Monitoring Milestone	Enforcement Agency
AESTHETICS		
AES-A For development proposals subject to environmental review and/or design review, the City will examine potential light and glare effects associated with structures and on-site activities, and will ensure that features are incorporated into projects to avoid any adverse light and glare impacts.	Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.	City of Monrovia Planning Division
AES-B Title 17 (Zoning Code) shall be revised to prohibit the use of reflective glass, metallic, and other highly reflective and glare producing materials in new building construction.	Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.	City of Monrovia Planning Division
AIR QUALITY		
AIR-A The City shall require applicants to analyze the air quality impacts of construction for each project.	Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.	City of Monrovia Planning Division
AIR-B If project-level analysis, required by Mitigation Measure AIR-A, demonstrates that NO _x emissions would be significant, the project shall provide a plan, for approval by the City, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve will utilize all feasible measures to reduce the emissions to a less than significant level. Acceptable options for reducing emissions may include use of late model low-emission diesel engines, alternative fuels, engine retrofit technology, and/or other options as they become available. The SCAQMD web site contains data that provides specific information on mitigation options for off-road and on-road construction equipment.	Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.	City of Monrovia Planning Division
AIR-C The following measure shall be incorporated into all project specifications to reduce diesel engine emissions of O ₃ precursors ROG and NO _x , PM ₁₀ , PM _{2.5} , and diesel PM: Idling Restrictions. 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: <ul style="list-style-type: none"> • 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 	Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.	City of Monrovia Planning Division

Mitigation Measure	Time Frame/ Monitoring Milestone	Enforcement Agency
<p>intended use of the equipment;</p> <ul style="list-style-type: none"> • To bring the equipment to the manufacturer's recommended operating temperature; • When the ambient temperature is below 40 degrees F or above 85 degrees F; or • When equipment is being repaired. 		
AIR-D The City shall require that all new residential fireplaces shall be fueled by natural gas. Wood stoves and wood burning fireplaces shall be prohibited.	Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.	City of Monrovia Planning Division
AIR-E The City shall require applicants to analyze the potential for creating a local CO hotspot due to traffic congestion that could result from implementation of projects anticipated in the proposed General Plan amendments to the Land Use and Circulation Elements.	Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.	City of Monrovia Planning Division
AIR-F The City shall require applicants to complete a Health Risk Assessment (HRA) to determine the cancer risk to sensitive receptors for all projects located within 500 feet of Interstate 210 (I-210).	Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.	City of Monrovia Planning Division
AIR-G The City shall require applicants to assess the potential impacts to children's respiratory health for all projects located within 500 feet of I-210.	Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.	City of Monrovia Planning Division
CULTURAL RESOURCES		
CUL-A Project proponents proposing substantial grading or earthmoving in areas that might contain important paleontological and/or archaeological resources shall conduct a pre-excavation field assessment and literature search to determine the potential for disturbance of paleontological and/or archaeological resources. If warranted, grading and other earthmoving shall be monitored by a qualified professional.	Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.	City of Monrovia Planning Division
NOISE		
NOISE-A Stationary noise sources associated with future non-residential uses (e.g., mechanical equipment and loading docks) within the project areas shall not have a direct line-of-sight to noise sensitive uses. The line-of-sight between the noise source and noise sensitive receptor shall be blocked through the orientation of the non-residential land use and/or by using noise barriers, such as a concrete block wall or enclosing the noise source.	Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.	City of Monrovia Planning Division
NOISE-B Project-specific vibration studies shall be prepared prior to the approval of residential land uses within 300 feet of the Gold Line rail tracks. The studies shall quantify vibration levels based on measurements of existing light rail activity, vibration propagation tests of the soil at project sites, and Gold Line travel speed. If necessary, the studies shall include mitigation to reduce vibration levels at proposed residential land uses to below the 72 VdB FTA significance	Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.	City of Monrovia Planning Division

Mitigation Measure	Time Frame/ Monitoring Milestone	Enforcement Agency
<p>threshold. Mitigation measures may include, but are not limited to, supporting the building foundation on elastomer pads similar to bridge bearing pads.</p>		
<p>NOISE-C All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.</p>	<p>Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.</p>	<p>City of Monrovia Planning Division</p>
<p>NOISE-D Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).</p>	<p>Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.</p>	<p>City of Monrovia Planning Division</p>
<p>NOISE-E All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posted at the construction site. All notices and the signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.</p>	<p>Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.</p>	<p>City of Monrovia Planning Division</p>
<p>NOISE-F A “noise disturbance coordinator” shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.</p>	<p>Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.</p>	<p>City of Monrovia Planning Division</p>
<p>PUBLIC SERVICES</p>		
<p>PS-A The City shall identify potential sites for additional parkland, monitor demand for parkland and recreational facilities concurrent with development approvals, and prioritize potential parkland acquisitions, expansions, and improvements within its Capital Improvement Program.</p>	<p>Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.</p>	<p>City of Monrovia Planning Division</p>
<p>PS-B The City shall require developers of projects greater than 200 residential units to dedicate land based on the standard of 3 acres per 1,000 residents.</p>	<p>Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.</p>	<p>City of Monrovia Planning Division</p>
<p>TRANSPORTATION/TRAFFIC</p>		
<p>TRANS-A The City Department of Public Works shall develop an implementation plan for the Proposed Circulation Element. The implementation plan shall identify the lead City department responsible for implementation and the time frame for implementing the action. The implementation plan shall include the following:</p> <ul style="list-style-type: none"> • Develop a City-wide traffic impact fee program to address development traffic impacts throughout the City. The traffic impact fee program shall provide funding for mitigation measures for the Master Traffic Impact Mitigation Project list, which is City-wide. All currently sought after 	<p>Monitoring will occur on a project-by-project basis over the lifetime of the General Plan.</p>	<p>City of Monrovia Department of Public Works</p>

Mitigation Measure	Time Frame/ Monitoring Milestone	Enforcement Agency
<p>improvements are contained in the proposed Circulation Element.</p> <ul style="list-style-type: none"> • Expand the Monrovia Trolley to increase access in the City by connecting the community with activity centers such as schools, public buildings (e.g., Main Library and Monrovia Community Center), parks, commercial centers, and the Monrovia Gold Line light rail station. A detailed study shall be undertaken to review the utilization of the existing routes and evaluate variations or new routes to serve the community better. This service shall be assessed periodically, and changes shall be made in response to future conditions. • Continue to coordinate with the Metro Gold Line Foothill Construction Authority as the final plans for the light rail transit system are developed and implemented. • Coordinate with the MTA and the surrounding communities in the periodic Transit Restructuring Studies undertaken to improve public transit service in and through the City. • Coordinate with the MTA and Foothill Transit to develop common standards for transit stops in the City, including seating, lighting, shelters, and signage. • Encourage incorporation of new technologies supporting telecommuting (e.g., broadband and teleconferencing equipment) into new office and residential developments. Telecommuting measures could be used by non-residential developers toward compliance with the Citywide Transportation Demand Management Ordinance (Municipal Code Section 17.24.170), which requires several measures to be taken by non-residential developments in excess of 25,000 square feet to reduce vehicle trips. • Develop a City-Wide Pedestrian Master Plan and a Bicycle Master Plan. These could include preparing a Geographic Information System-based inventory of existing pedestrian facilities within the City (including handicapped-accessible ramps) and key activity generators and locations (such as schools, retail districts, parks, public buildings, downtown, higher density areas, transit corridors), identifying existing gaps or other deficiencies, developing and prioritizing necessary improvements and identifying funding sources to implement those improvements. • Maintain the existing bicycle facilities in the City and periodically review the Bicycle Master Plan to identify additional facilities that may be considered. The City shall pursue the “Three Es” approach (engineering, 		

Mitigation Measure	Time Frame/ Monitoring Milestone	Enforcement Agency
<p>education, and enforcement) to promoting bicycle use in the City.</p> <ul style="list-style-type: none"> • Partner with the Monrovia Unified School District to develop and implement programs for bicycle safety education and the benefits of bicycle transportation. • Establish a landmark signage program for significant points of interest with implementation as developments are constructed. • Coordinate with adjacent jurisdictions to revise, as appropriate, the existing network of designated truck routes in the City, with consideration of the impact of changes on alternate routes. • Identify and implement localized intersection improvements (e.g., channelization, turn lanes, signal modifications, pedestrian improvements, and safety improvements) as warranted and as feasible in the City. • Implement intersection improvements identified as mitigation measures for specific development projects as necessary. • The City shall continue to implement existing Site Plan Review procedures to ensure that access to specific development projects does not unnecessarily interfere with the movement of through traffic. • Prepare a master Right-of-Way Plan for future mitigation measures associated with specific development projects. • As conditions warrant, implement protective/permissive left-turn phasing as a mitigation measure to reduce left-turn delays at intersections. • Investigate the feasibility of implementing advanced Intelligent Transportation System signal coordination on Foothill Boulevard and on Duarte Road west of Myrtle Avenue to improve the capacity of these streets. These improvements could be integrated with the infrastructure that will be in place on Myrtle Avenue south of Huntington Drive. This would service as mitigation for segment impacts on Foothill Boulevard and on Duarte Road (segments 2 and 16-17). • As part of individual development projects, develop new internal local streets in the Station Square Transit Village Area. • Implement feasible interchange capacity improvements at the I-210/Mountain Avenue interchange. 		