

RESOLUTION NO. 19-8

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ALHAMBRA RECOMMENDING THAT THE CITY COUNCIL CERTIFY THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (EIR) AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE ALHAMBRA GENERAL PLAN, ADOPT A MITIGATION MONITORING AND REPORTING PROGRAM, APPROVE THE ALHAMBRA GENERAL PLAN, AND GENERAL PLAN IMPLEMENTATION ACTIONS IN SUPPORT OF GENERAL PLAN AMENDMENT NO. 19-01, SUBJECT TO SPECIFIED CHANGES TO THE GENERAL PLAN AND IMPLEMENTATION ACTIONS

THE PLANNING COMMISSION OF THE CITY OF ALHAMBRA DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1: FINDINGS OF FACT. The Planning Commission does hereby make the following findings of fact:

- A. In 2015 the City of Alhambra initiated a comprehensive update to the City's General Plan ("Update") in conformance with requirements of the State of California for cities to adopt and maintain a General Plan that contains certain mandatory elements, describes long-term goals, and develops policies and programs to achieve those goals. This was the first comprehensive update since its adoption in 1986 and subsequent amendment in 1987; and
- B. During the Update process, the City sought to secure broad community input through extensive community outreach that included community meetings, surveys, outreach at various events, social media posts, email blasts, street banners, a dedicated City webpage, and newspaper advertising. Input received during the four-year Update process has resulted in the preparation of the City of Alhambra General Plan – Vision 2040, including Implementation Actions; and
- C. The project was reviewed pursuant to the provisions of the California Environmental Quality Act (CEQA). As such, a Program Environmental Impact Report and a Mitigation Monitoring and Reporting Program was prepared for this project in compliance with the California Environmental Quality Act; and
- D. Planning Commission staff reports dated January 22, 2019, May 6, 2019, and May 20, 2019, incorporated herein by reference, describes and analyzes the Plan, summarizes comments received, and the environmental issues raised by the EIR for and the Plan; and
- E. On January 22, 2019, May 6, 2019, and May 20, 2019, duly noticed public hearings were held before the City of Alhambra Planning Commission at 7:00 pm at the City Hall Council

Chambers, 111 South First Street, Alhambra; and

- F. At the January 22, May 6, and May 20, 2019, public hearings, the Planning Commission considered the staff report, staff and consultant presentations, and public testimony; and
- G. The City of Alhambra Community Development Department in the City is the custodian of the documents and other materials that constitute the record of proceedings upon which the City's decision is based, and such documents and other material are located at 111 South First Street, Alhambra, CA 91801.

SECTION 2: CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS. Based upon the Environmental Impact Report prepared for the project, the Planning Commission does further find and determines as follows:

- A. The City determined that a Program Environmental Impact Report (hereafter "EIR") was required in order to analyze significant impacts associated with the Plan; and
- B. In accordance with Sections 15063 and 15082 of the California Environmental Quality Act ("CEQA") Guidelines, the City prepared a Notice of Preparation ("NOP") of an Environmental Impact Report and filed it with the Office of Planning and Research ("OPR") and circulated it to public, local, and state agencies on June 1, 2017; and
- C. On June 14, 2017, a Scoping Meeting was held to solicit comments from the public regarding the potential environmental impacts of the General Plan Update to be studied in the Draft EIR.
- D. Based on the responses to the Notice of Preparation, the City prepared a Draft EIR and circulated the Draft EIR to the public. The public comment period for the Draft EIR was extended by the City from the state-mandated 45 days to 60 days commencing on August 3, 2018, through October 3, 2018, to allow additional time for community input. Copies of the Draft EIR were available at Alhambra City Hall, Alhambra Civic Center Library, and on the City of Alhambra website; and
- E. A Notice of Completion ("NOC") of the Draft EIR was prepared and circulated on August 3, 2018, as required by CEQA. The NOC was circulated to responsible agencies, adjacent property owners and interested parties, including any person who filed a written request for such a notice; and
- F. The City received comment letters from the public and public agencies during the public review period. The City prepared a Final EIR and Errata, dated January 2019, containing written responses to all comments received during the public review period, which responses provide the City's good faith, reasoned analysis of the environmental issues raised by the comments; and
- G. The Final EIR was released to the public and public agencies at least ten days prior to the Planning Commission hearing on the Plan; and

- H. The Final EIR reflects the City's independent judgment and analysis on the potential for environmental impacts and constitute the Environmental Impact Report for the City of Alhambra General Plan; and
- I. The EIR identifies that the Plan would have significant effects on the environment, thus approval of the Plan must include findings as set forth in attached Exhibit A, "CEQA Findings and Statement of Overriding Considerations"; and
- J. Some of the significant effects cannot be lessened to less than significant level, thus approval of the Update must include findings concerning alternatives and a Statement of Overriding Considerations as set forth in attached Exhibit A; and
- K. Based upon the substantial evidence on the record, including the oral and written comments received during the above-referenced processes, the oral and written staff reports submitted in conjunction with the FEIR, and its independently drafted DEIR, FEIR, Findings of Fact (Exhibit "A") and Mitigation Monitoring Program (Exhibit "B"), the Planning Commission finds that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects identified in the FEIR.

SECTION 3. GENERAL PLAN AMENDMENT FINDINGS. Based upon the foregoing facts and findings for General Plan Amendment GPA 19-01, the Planning Commission hereby determines as follows:

- A. A comprehensive update of the City's General Plan is appropriate provided the City follows certain procedures, including noticed public hearings, and providing a written recommendation to the City Council on the proposed amendment of the General Plan; and
- B. The Alhambra General Plan – Vision 2040 provides a long term perspective affective both current and future planning considerations and includes a wide variety of goals, policies, and objectives designed to enhance the public health, safety, and welfare of the community, encourage appropriate land use, preservation and enhancement of neighborhood character, and provision of services and utilities; and
- C. The Alhambra General Plan – Vision 2040 and the amendment to the Land Use Map (Exhibit C) are the products of comprehensive planning efforts conducted over a four year period. It takes into consideration and incorporates input received from the public, boards and commissions, and stakeholders through extensive outreach efforts; and
- D. The comprehensive General Plan update takes into consideration a long-term perspective that incorporates goals and policies for each of the state-mandated General Plan elements, which balance the need for development, economic vitality, and quality of life. The Update is internally consistent and would not be detrimental to the public interest, health, safety, or welfare of the City; and
- E. That the Housing Element is the only element that is not being considered as part of this Update. The current 2013-2021 Housing Element, adopted by the City Council on January 14, 2014, remains valid and is in full compliance with State law and was certified by the State of

California Housing and Community Development Department on February 4, 2014.

SECTION 4. IMPLEMENTATION ACTIONS FINDINGS. Based upon the foregoing fact, the Planning Commission hereby determines as follows:

- A. The General Plan – Vision 2040 project includes an Implementation Actions document that identifies actions, relevant policies, responsible department, and priority levels to aid in implementing the goals and policies identified in the General Plan; and
- B. The Implementation Actions is a standalone document that is not part of the General Plan to provide the City flexibility to prioritize and amend strategies as need in conjunction with priority setting efforts of the City Council.

SECTION 5. PLANNING COMMISSION RECOMMENDATIONS:

The Planning Commission recommends that the City Council:

- 1. Certify the Environmental Impact Report, and adopt the Findings of Fact, and Mitigation Monitoring Program; and
- 2. Adopt the Alhambra General Plan – Vision 2040 and Implementation Actions; and
- 3. Adopt the recommended changes to the General Plan and Implementation Actions prior to the adoption of the General Plan to include the following:

Resources (Historic Preservation)

- a. Revise Implementation Action R4 to read: “Consider adoption of a historic preservation ordinance aimed at the protection of buildings, structures, and archeological sites that are more than 50 years old and have demonstrated cultural, historical, and/or architectural significance.”
- b. Revise the priority level for Implementation Action R4 from “Medium” to “High”.
- c. Revise Implementation Action R5 to read: “Consider creation of incentive programs (such as the Mills Act program) for the preservation of identified historic properties.
- d. Revise the priority level for Implementation Action R5 from “Medium” to “High”.

Mobility:

- e. Revise Implementation Action M1 to read: “Research and, if feasible, apply for regional, state, and federal grant funding to improve the City's circulation infrastructure, including improving the operation of the traffic signal system and improvements that encourage the use of alternative modes of transportation, including walking, bicycling, and transit.”

- f. Revise Implementation Action M2 to read: “Consider adoption of a bikeway system with input from the community and adopt a bikeway system that prioritizes rider safety in order to provide safe and efficient connectivity for bicyclists throughout the City, and consider integration with bikeway systems from neighboring cities.”
- g. Revise the priority level for Implementation Action M2 from “Medium” to “High”.
- h. Remove the Conceptual Bikeways Map (Figure 12) and all references to Figure 12 from the General Plan and Implementation Actions.

Open Space

- i. Add a sentence on page 53 of the General Plan to reflect a statistic of acres per 1,000 for the 6 parks totaling 60 acres.
- j. Incorporate a new General Plan Policy QL-6J and Implementation Action QL10 to read as follows: “Investigate the feasibility and utility of alternative uses for the golf course at Almansor Park.”; The Implementation Actions will identify the Parks and Recreation Department as the Responsible Department, The Priority Level set as “Medium” and the timeframe set as “Ongoing”.
- k. Omit all references to the open space/railroad cap park (“Linear Park” concept).

Land Use & Quality of Life


- l. Revise General Plan Policy QL-2A to read: “Promote retail, restaurant, entertainment, family oriented, and hotel development consistent with local demand.”
- m. Revise General Plan Policy QL-5A to read: “In tandem with retail recruitment efforts (Policy QL-2A), support the marketing of Main Street and Valley Boulevard to facilitate re-tenanting of vacant storefronts and support utilization of vacant property for permanent or temporary events”.
- n. Include General Plan Policy QL11B as a relevant policy for LU2.
- o. Revise QL8A to state: “Develop and maintain community facilities, such as a museum and/or community center celebrating important people and events in the City’s history.”
- p. Revise Implementation Action LU2 to read: “Amend the Zoning Code to reflect the General Plan land use map, create standards addressing appropriate treatments to buffer industrial and commercial uses from residential and other sensitive uses, revise standard notification procedures for development projects, and incorporate the new design guidelines described in LU1”.

q. Revise the priority level for Implementation Action QL7 from “Medium to “High.

SECTION 6. NOW, THEREFORE, BE IT RESOLVED, that the foregoing recitals are true and correct and made a part of this resolution; and that the Planning Commission of the City of Alhambra, California, hereby approves the following:

RESOLUTION NO. 19-8, A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ALHAMBRA RECOMMENDING THAT THE CITY COUNCIL CERTIFY THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (EIR) AND ERRATA SHEET, AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE ALHAMBRA GENERAL PLAN, ADOPT A MITIGATION MONITORING AND REPORTING PROGRAM, APPROVE THE ALHAMBRA GENERAL PLAN, AND GENERAL PLAN IMPLEMENTATION ACTIONS IN SUPPORT OF GENERAL PLAN AMENDMENT NO. 19-01, SUBJECT TO SPECIFIED CHANGES TO THE GENERAL PLAN AND IMPLEMENTATION ACTIONS

PASSED, APPROVED AND ADOPTED THIS 20TH DAY OF MAY, 2019.



ALLAN SANCHEZ, PRESIDENT
PLANNING COMMISSION

ATTEST:



MARC CASTAGNOLA, AICP, SECRETARY
PLANNING COMMISSION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)
CITY OF ALHAMBRA)

I, Marc Castagnola, AICP, Planning Commission Secretary of the City of Alhambra, do hereby certify that forgoing Resolution was duly adopted by the Planning Commission of the City of Alhambra at a regular meeting thereof, held on the 20TH day of May, 2019 by the following vote of the Planning Commission:

AYES: Chan, D. Garcia, Lofthouse-Quesada, Messina, Sahu, Tang, Yee, Dunkel-Soto,
 Sanchez

NOES: None

ABSENT: E. Garcia



MARC CASTAGNOLA, AICP, SECRETARY
PLANNING COMMISSION

EXHIBIT A

CEQA FINDINGS OF FACT and STATEMENT OF OVERRIDING CONSIDERATIONS

I INTRODUCTION

The California Environmental Quality Act (CEQA) requires that a Lead Agency issue two sets of findings prior to approving a project that will generate a significant impact on the environment. The Statement of Facts and Findings is the first set of findings where the Lead Agency identifies the significant impacts, presents facts supporting the conclusions reached in the analysis, makes one or more of three findings for each impact, and explains the reasoning behind the agency's findings.

The Statement of Overriding Considerations is the second set of findings. Where a project will cause unavoidable, significant, adverse environmental effects, the Lead Agency may still approve the project if it determines that the project's benefits outweigh its adverse effects. In order to do so, the Lead Agency must adopt a Statement of Overriding Considerations, in which it sets forth specific reasoning by which the benefits of the project outweigh its adverse environmental effects.

The following statement of findings has been prepared in accordance with the California Environmental Quality Act (CEQA) and Public Resources Code Section 21081. *CEQA Guidelines* Section 15091 (a) provides that:

No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding.

There are three possible finding categories available for the Statement of Facts and Findings pursuant to Section 15091 (a) of the *CEQA Guidelines*.

- (1) Changes or alterations have been required in, or incorporated into, the project which avoids or substantially lessens the significant environmental effect as identified in the final EIR.*
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.*

The City of Alhambra, the CEQA Lead Agency, finds and declares that the Alhambra General Plan Final Environmental Impact Report (Final EIR) has been completed in compliance with CEQA and the CEQA Guidelines. The City of Alhambra finds and certifies that the Final EIR was reviewed and information

contained in the Final EIR was considered prior to any approval associated with the proposed General Plan, herein referred to as the "Project."

Based upon its review of the Final EIR, the City of Alhambra finds that the Final EIR is an adequate assessment of the potentially significant environmental impacts of the Plan and represents the independent judgment of the City.

DESCRIPTION OF THE GENERAL PLAN

The proposed project is an update of the City of Alhambra General Plan. The Plan is the first comprehensive update of the City's General Plan since 1987 and establishes the community's vision for the development in the City through the year 2040. The City's existing General Plan was developed in accordance with the provisions of state law in effect at the time. The Plan reflects and includes updated information relating to current relevant state law. It also provides comprehensive policies for the entire City relating to land use/community design, mobility, quality of life, resources, services and infrastructure, and health and safety.

The Plan is organized into seven chapters, which include an introduction and six topical chapters. Implementation actions designed to help achieve these goals and policies are contained in a separate document. The six Plan topical chapters encompass all of the elements required by California General Plan law, which include Land Use, Open Space, Conservation, Housing, Circulation, Safety, and Noise, as well as several optional elements.

The goal of the Plan is to maintain stable residential neighborhoods, enhance commercial corridors, establish industrial and commercial districts that meet local demand, and continue to beautify the community with improved streetscapes, gateways, and parks, including a cross-town parkway along the existing rail corridor that enhances recreational opportunities while improving opportunities for walking and biking to a variety of destinations. Policies contained in the various Plan components reflect these goals.

ENVIRONMENTAL EFFECTS DETERMINED TO BE SIGNIFICANT

The City of Alhambra, having reviewed and considered the information contained in the Alhambra General Plan Final EIR, finds, pursuant to California Public Resources Code 21081 (a)(1) and *CEQA Guidelines* 15091 (a)(1), that the Plan would result in significant environmental effects related to transportation/traffic. These effects are summarized below.

Impact T-1 Traffic generated as a result of development facilitated by the Plan would degrade operations at 21 intersections to below identified significance thresholds. Because feasible mitigation is not available at 20 of 21 intersections, impacts would be significant and unavoidable.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoids or substantially lessens the significant environmental effect as identified in the final EIR.

Facts in Support of Finding

Growth forecast under the Plan would incrementally increase traffic levels on the local roadway network, which already experiences high levels of congestion due to local and regional traffic. The Plan's potential impacts to roadway intersections have been reduced to the degree feasible with the following mitigation measure.

T-1 Fremont Avenue/Orange Street

Widen the westbound approach of the Fremont Avenue/Orange Street intersection to provide an additional lane for traffic.

This measure would address the significant effect at the Fremont Avenue/Orange Street intersection. However, mitigation is not available for the other intersections that would experience significant effects. Therefore, the Plan's overall impact to roadway intersections would be significant and unavoidable.

Impact T-2 Traffic generated by development facilitated by the Plan would degrade operations on the I-10 freeway corridor and on I-10 freeway off-ramps to below identified significance thresholds. Impacts would be significant and unavoidable.

Finding

Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

Facts in Support of Finding

Growth forecast under the Plan would incrementally add to traffic levels along the I-10 freeway, which already experiences high levels of traffic congestion due to regional traffic. The Plan's potential impacts to roadway intersections have been reduced to the degree feasible with the following mitigation measure.

T-2 I-10 Freeway Corridor and Off-Ramp Operations

Future major projects within the Plan Area should shall be reviewed for both localized impacts that overlap with identified locations of potential I-10 freeway corridor and off-ramp significant impacts. Projects that make a substantial contribution to a significant impact in these locations must make a fair-share contribution to freeway corridor improvements planned by Caltrans.

This measure would address the significant effect to the I-10 freeway. However, improvements to the I-10 freeway are under the jurisdiction of Caltrans and, as such, cannot be assured by the City. Therefore, the Plan's impact to the I-10 freeway would be significant and unavoidable.

Impact T-3 Because the Plan would contribute more than 50 vehicle trips to the CMP arterial monitoring intersection of Fremont Avenue and Valley Boulevard, implementation of the Plan would conflict with an applicable congestion management program. Because there are no feasible mitigation measures at this intersection, this impact would be significant and unavoidable.

Finding

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Facts in Support of Finding

Growth forecast under the Plan would incrementally increase traffic at the Fremont Avenue/Valley Boulevard intersection, which already experiences high levels of congestion due to local and regional traffic. Due to physical constraints, mitigation is not available for impacts to the Fremont Avenue and Valley Boulevard intersection. Therefore, the Plan's impacts to this CMP intersection would be significant and unavoidable.

ALTERNATIVES

The final EIR considers the following alternatives to the proposed General Plan.

No Project (Current General Plan)

The No Project Alternative involves continued implementation of the City's current General Plan. This alternative assumes that existing General Plan policies would continue to facilitate development in accordance with existing land use designations. The overall amount of growth anticipated to occur under the current General Plan is roughly equivalent to what could be facilitated under the proposed Plan; therefore, population growth within the city under this alternative would also be expected to reach the SCAG forecast of 88,000 by 2040.

While the Plan preserves the existing pattern of uses in most of the City and provides for protection of established neighborhoods, it also identifies focus areas that offer unique characteristics and may provide opportunities to transition over time with adjustments in land use, beautification, and place making. In contrast, the No Project Alternative would continue to facilitate development in the same pattern as is currently seen in the City, as reflected in the City's current Land Use Policy Map.

Under the Plan, new development would generally result from re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. While new development under the No Project Alternative would also result from re-use of properties and conversion of uses in response to market demand, this alternative would not include the focus areas included under the Plan. Therefore, rather than potentially creating more intense use of land in the geographically well-defined focus areas, the same amount of new, market-driven development would occur, but would be more likely to be spread out across a wider area of the City, and without the adjustments in land use, beautification, and place making included in the Plan.

Relocated Focus Area

The Relocated Focus Area Alternative involves shifting the location of one of the focus areas identified in the Plan, in an attempt to avoid growth-related impacts in certain areas. In particular, this alternative is designed to avoid or lessen the Plan's significant and unavoidable traffic impacts, which occur at 20 out of 21 intersections that would be significantly impacted by the Plan (compared to existing conditions), with impacts at the other one of these significantly impacted intersections being mitigable. The Plan

would also have significant and unavoidable LOS impacts to the operation of the I-10 freeway corridor and on- and off-ramps.

Given the fact that 14 of the 21 significantly impacted intersections would occur in the southern half of Alhambra (on or south of Mission Road), and the I-10 freeway corridor and on- and off-ramps are also located in the southern half of Alhambra, this alternative involves relocating one of the Plan focus areas located in the southern half of Alhambra to the northern half of Alhambra. The East Valley Boulevard Entertainment District focus area was chosen as the focus area to be moved, since it is near several significantly impacted intersections along Garfield Avenue and Valley Boulevard, and because the new hotel and entertainment uses that could be encouraged by this focus area could have relatively high trip generation potential compared to existing uses.

Under this alternative, this focus area would be relocated to West Main Street. West Main Street was chosen because it is located in the northern half of Alhambra and it is a major thoroughfare with commercially-designated land and ample right of way for both vehicles and other modes of travel.

Finding

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Facts in Support of Finding

Both of the studied alternatives would involve the same overall level of growth/development as the proposed General Plan and, as such, would have generally similar environmental impacts. Neither of the alternatives considered would eliminate or substantially reduce the proposed General Plan's significant and unavoidable impacts related to transportation/traffic, nor would either alternative substantially reduce any of the Plan's already less than significant impacts. The No Project alternative would not bring the General Plan up to current standards in terms of legal requirements or address any of the specific issues identified during the development of the General Plan. The Relocated Focus Area alternative would potentially move more future development to the Main Street corridor in the northern part of the City where residents have previously expressed concerns about development density/intensity. For these reasons, neither of the alternatives is more desirable than the proposed General Plan in terms of meeting the City's objectives for the Plan. For this reason and because neither alternative would avoid any of the Plan's significant impacts, neither alternative is considered feasible.

STATEMENT OF OVERRIDING CONSIDERATIONS

Section 15093 of the CEQA Guidelines requires lead agencies to adopt a Statement of Overriding Considerations if they elect to approve a project that has significant and unavoidable environmental impacts. As noted above, the proposed General Plan would have significant and unavoidable impacts related to transportation/traffic. As such, the City has identified the following overriding considerations that explain why the Plan's benefits outweigh these significant environmental impacts:

- The Plan updates outdated policies in a manner that meets current legal requirements for General Plans, including recently adopted state requirements related to complete streets and environmental justice.

- The Plan provides a more user-friendly document that will make use of the General Plan easier for decision makers, staff, and the public.
- The Plan reflects current community goals and preferences as identified during a three-year public outreach process.
- The Plan is designed to achieve the overall community goals of providing:
 - Stable residential neighborhoods
 - Enhanced commercial corridors with a mix of office, retail, entertainment, and lodging that meets the needs of residents while attracting visitors
 - Industrial and commercial districts that meet local demand, create good jobs, and take advantage of the City's location near downtown Los Angeles
 - A beautiful community with improved streetscapes, gateways, and parks

In order to achieve these objectives, the Plan focuses on improving how residents get around, meeting community needs with available services, providing a greater sense of identity, and preserving established residential neighborhoods. For most of the City, the Plan preserves the existing pattern of uses and establishes policies for protection and long-term maintenance of established neighborhoods. Generally, new development in accordance with the Plan would result in re-use of properties, conversion of properties to different uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. The Plan emphasizes bicycle connections and pedestrian-oriented focus areas, and proposes focus areas and activity nodes to help shape and distribute new development.

The proposed General Plan does not increase development potential relative to the current General Plan, but rather simply focuses on emphasizing new development in certain areas of the City to achieve goals related to the provision of jobs and services while maintaining the historic and current density and character of existing single family neighborhoods.

EXHIBIT B

Mitigation Monitoring and Reporting Program

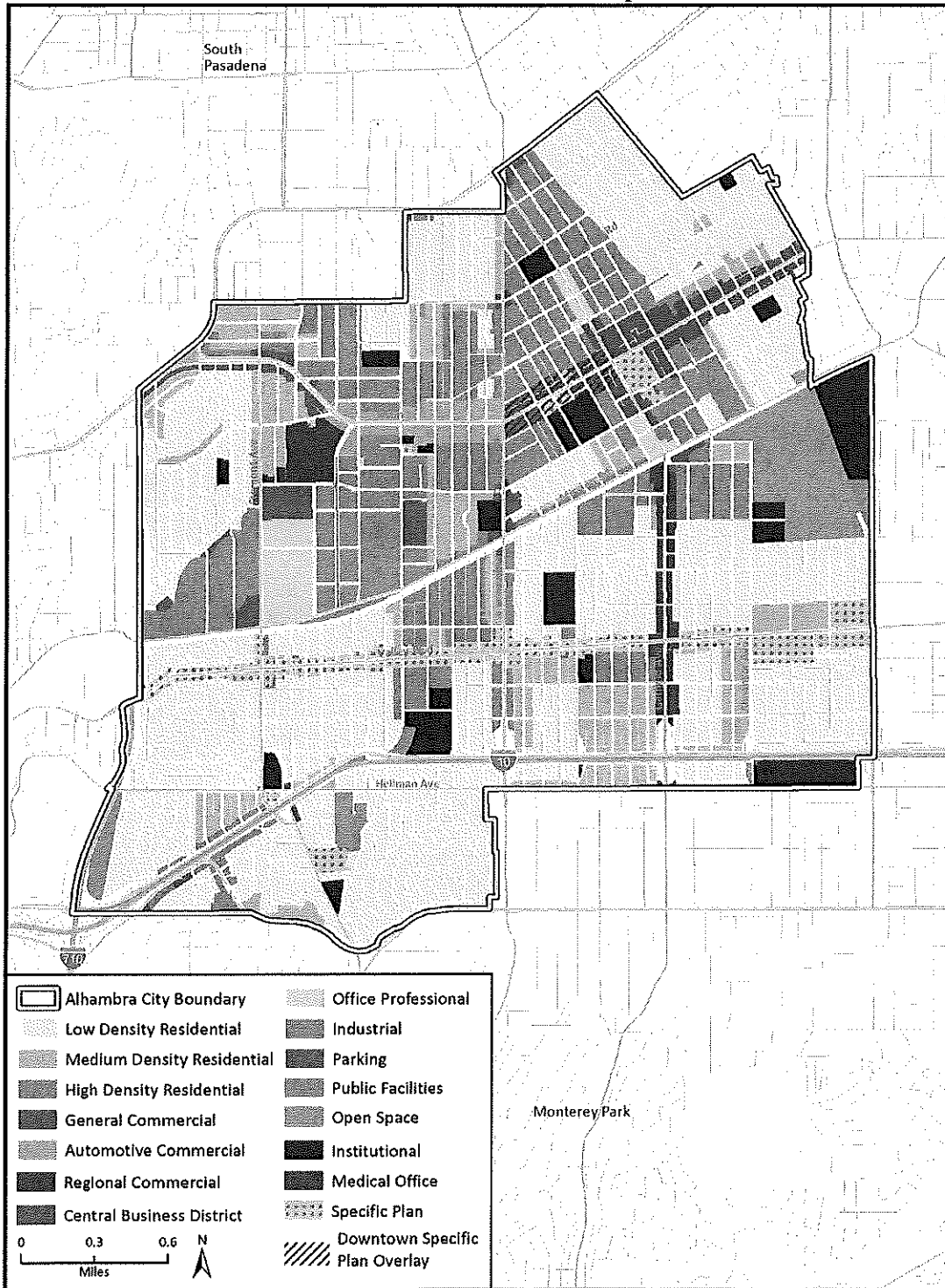
CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). This mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Final Environmental Impact Report (EIR), specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in this Mitigation Monitoring and Reporting Program.

City of Alhambra
General Plan

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification	
					Initial	Date
Transportation/Traffic						
T-1 Fremont Avenue/Orange Street						
Widen the westbound approach of the Fremont Avenue/Orange Street intersection to provide an additional lane for traffic.	Monitor traffic conditions and widen the westbound approach toward the intersection at such time it is deemed necessary.	When determined necessary based on traffic conditions	Monitoring on an ongoing basis; once for the widening	Public Works Department		
T-2 I-10 Freeway Corridor and Off-Ramp Operations						
Future major projects within the Plan Area shall be reviewed for both localized impacts that overlap with identified locations of potential I-10 freeway corridor and off-ramp significant impacts. Projects that make a substantial contribution to a significant impact in these locations must make a fair-share contribution to freeway corridor improvements planned by Caltrans.	Development of a fee program and collection of fees on an as-needed basis.	Fee program development prior to approval of new major projects; fee collection as needed	Once for fee program development; as needed for fee collection	Public Works Department		

EXHIBIT C

General Plan Land Use Map



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