



2.0 Executive Summary



2.0 EXECUTIVE SUMMARY

2.1 PROJECT LOCATION

The proposed Tenth Street Center Industrial Park (project) is located in the City of Azusa, California. The City of Azusa is located in Los Angeles County, approximately 27 miles northeast of Downtown Los Angeles; refer to Exhibit 3-1, *Regional Vicinity*. The project is located on Assessor's Parcel Number 8617-001-020 (Township 1 north, Range 10 west). The project site is generally located to the west of the intersection of North Todd Avenue and Tenth Street, and is surrounded by industrial and open space (golf course) uses within the northwestern portion of the City.

2.2 PROJECT SUMMARY

The project site is located in an industrial area. The entire 21.63-acre project site has been disturbed and is currently unoccupied with the exception of a small vacant single-story office building along the North Todd Avenue frontage. The site was previously occupied by Criterion Catalysts, a chemical engineering company that manufactured, shipped, and received catalyst supplies for refining applications. All structures and facilities associated with the Criterion Catalysts facility have been demolished (with the exception of the vacant office building noted above, and foundation pads located in the central portion of the site).

The majority of the site is paved and previous grading activities have resulted in little topographic relief on-site. Notable features on the project site include an on-site railroad spur connecting to the Union Pacific Railroad (UPRR) alignment situated to the south, concrete remnants associated with a former shipping and receiving bay of the former Criterion Catalyst facility within the central portion of the site, and two paved vehicle parking areas within the eastern portion of the site.

Ancillary amenities and improvements associated with the Criterion Catalyst facility that remain include landscaping (primarily near the two parking lots and vacant office building within the eastern portion of the site), fencing within and surrounding the site, and drainage infrastructure. Access to the site is provided via a single driveway along North Todd Avenue. This access driveway extends along the entirety of the southerly boundary of the project site.

The project site is designated Light Industrial by the City of Azusa General Plan (General Plan), and is zoned DWL (District West End Light Industrial) according to the City of Azusa Development Code (Development Code).

The proposed project consists of the demolition of the existing one-story office building in the eastern portion of the site near North Todd Avenue, demolition of building foundations and the concrete remnants of the former shipping/receiving bay, and the construction of a 342,629 square-foot industrial/warehousing development. The project would include three industrial buildings that would range from 75,278 to 179,002 square feet, and would include office and distribution/warehousing/manufacturing uses. In addition, three stormwater retention basins totaling approximately 72,643 square feet would be located along the southern project boundary to retain on-site surface water runoff. All buildings on-site would include office and distribution/warehousing/manufacturing space, as well as truck loading stalls for loading/unloading equipment and supplies; refer to Table 2-1, *Proposed Development*.



**Table 2-1
Proposed Development**

Proposed Development	Size (square feet)
Building 1	-
1st Floor	-
Office	4,300
Distribution/Manufacturing	79,749
<i>1st Floor - Total</i>	<i>84,049</i>
2nd Floor	-
Office	4,300
<i>2nd Floor - Total</i>	<i>4,300</i>
Building 1 Total	88,349
Building 2	-
1st Floor	-
Office	2,836
Office Future	3,000
Distribution/Manufacturing	66,564
<i>1st Floor - Total</i>	<i>72,400</i>
2nd Floor	-
Office	2,878
<i>2nd Floor - Total</i>	<i>2,878</i>
Building 2 Total	75,278
Building 3	-
1st Floor	-
Office	6,095
Distribution/Manufacturing	166,831
<i>1st Floor - Total</i>	<i>172,926</i>
2nd Floor	-
Office	6,076
<i>2nd Floor - Total</i>	<i>6,076</i>
Building 3 Total	179,002
Total Building Area	342,629
Source: DeRevere and Associates, <i>Tenth Street Center Master Plan</i> , November 15, 2013.	

Each of the three buildings would be painted concrete tilt-up structures. Building 1 would have a height of approximately 42 feet to the top of parapet, while Buildings 2 and 3 would have a height of approximately 45 feet to top of parapet. It should be noted that the proposed project's maximum building height (45 feet) would be within the allowable maximum height of 55 feet established in the applicable zoning for the project site (DWL).

Each of the buildings would have two levels. The first floor of each building would consist primarily of distribution/warehousing/manufacturing space with a small portion of office space, while the second floor would consist of a mezzanine entirely for office use. Each building would include a clear anodized glass storefront system equipped with a canopy entry element. Heating,



ventilation, and air conditioning (HVAC) equipment would be roof-mounted behind the building parapets and thus would be screened from public views.

The proposed project is an allowable use in the existing DWL zone, and is consistent with the Light Industrial land use designation in the City of Azusa General Plan. Therefore, the project is a permitted use and does not require a General Plan Amendment or Zone Change.

The proposed project is designed to accommodate either manufacturing or distribution uses. The “distribution use” project includes the following parking facilities in order to provide the maximum amount of truck loading stalls and temporary, short-term trailer/container parking spaces for a distribution use. A Parking Variance would be required for this proposal.

- 523 passenger vehicle parking spaces throughout the project site;
- 53 heavy truck and/or temporary, short-term trailer/container parking spaces within the southwestern portion of the site, adjacent to Building 3; and
- 49 heavy truck loading stalls (13 at Building 1, 12 at Building 2, and 24 at Building 3).

The alternative “manufacturing use” project would increase the number of passenger vehicle spaces, based on the ultimate end users for the various buildings. Under this scenario, heavy truck parking spaces and some heavy truck loading stalls would be replaced by additional passenger vehicle spaces. This modified parking layout would provide the maximum amount of parking for passenger vehicles required for manufacturing uses and would include the following parking facilities:

- 744 passenger vehicle parking spaces throughout the project site;
- No heavy truck and/or temporary, short-term trailer/container parking spaces; and
- 29 heavy truck loading stalls (6 at Building 1, 6 at Building 2, and 17 at Building 3).

Both parking layouts include 10 motorcycle parking spaces on-site, and with approval of a Parking Variance, would comply with City parking standards established in the Development Code. The variation between the two parking layouts is not anticipated to result in any substantive difference in environmental impacts since no other components of the project would change (i.e., site boundary, building layouts, and building area would remain the same).

The proposed project would include landscaping improvements in various locations of the site. The perimeter of the site would be improved with a variety of ornamental trees and landscaping for aesthetic and buffering purposes. Each industrial building and associated parking areas would include ornamental trees, planters, and turf areas interspersed throughout the site. The project access along North Todd Avenue would include pine trees, shrubbery, cobble rock, and turf for aesthetic enhancement. The southern portion of the project site would include a variety of ornamental trees and plantings surrounding the three proposed retention basins. Entry monumentation would also be provided at the project driveway along North Todd Avenue.

Water and sewer utility lines would extend from existing infrastructure within North Todd Avenue along the project’s southerly driveway to each of the three buildings. On-site stormwater drainage facilities would convey surface water runoff from various portions of the project site towards the southwest, south/central, and southeast areas of the site to the three retention basins.



2.3 GOALS AND OBJECTIVES

The proposed project goals and objectives are as follows:

1. To develop an industrial business center on the site in conformance with the applicable goals, objectives and policies of the City's General Plan.
2. To develop a business center that will accommodate light manufacturing/warehouse/distribution tenants with access to freeways and regional transportation corridors, thereby minimizing truck traffic on local streets and reducing vehicle miles traveled in the region.
3. Create opportunities for business-to-business interaction between various on-site tenants, promoting economic development within the City's West End Light Industrial district.
4. To develop a business center on the site in a manner that is economically viable and provides long term fiscal benefits to the property owner and City.
5. To attract new businesses and jobs to the City, thereby improving the jobs/housing balance both in the City and the region.
6. Attract high-quality businesses by provided a development with a range of facility options, such as varying structure sizes and building configurations.
7. To develop a high-quality business center on the site with an architectural design, landscaping, signage, and operational characteristics that are compatible with existing and planned development in the immediate vicinity.
8. To construct a business center that incorporates energy efficiency and low water use principles in order to promote the City's environmental goals.
9. Improve the existing railroad crossing and other public infrastructure improvements in the vicinity of the proposed business center.
10. Replace the existing obsolete buildings on the site with land uses that will support the City's economic development goals.
11. Implement a comprehensive and cohesive plan for the physical and economic development of the project site.

2.4 SUMMARY OF PROJECT ALTERNATIVES

In accordance with *CEQA Guidelines* Section 15126.6, this section describes a range of reasonable alternatives to the proposed project, which could feasibly attain most of the proposed project's basic objectives, but would avoid or substantially lessen significant effects of the proposed project. The evaluation considers the comparative merits of each alternative. The analysis focuses on alternatives capable of avoiding or substantially lessening the project's significant environmental effects, even if the alternative would impede, to some degree, the attainment of the proposed project objectives.



Potential environmental impacts associated with five separate alternatives are compared to impacts of the proposed project. The following is a description of each of the alternatives evaluated in Section 7.0, *Alternatives to the Proposed Project*.

“NO PROJECT/NO DEVELOPMENT” ALTERNATIVE

The No Project/No Development Alternative would retain the project site in its current condition. None of the improvements associated with the proposed project would be constructed. The vacant office building occupying the eastern portion of the project site (adjoining North Todd Avenue), building foundations, and concrete remnants of the former shipping/receiving bay would remain in their existing conditions would not be demolished or removed. The entire project site would remain vacant.

“REDUCED DENSITY” ALTERNATIVE

The Reduced Density Alternative would involve a reduction in development in comparison to the proposed project. The types of proposed uses would be similar to the proposed project (industrial/warehousing). The limits of the 21.63-acre project site would remain the same. Although the configuration and/or development intensity may vary widely for such an alternative, for the purposes of this analysis the Reduced Density Alternative would consist of a 50 percent reduction in floor area (for a reduction to 171,315 square feet). As opposed to three separate structures, the Reduced Density Alternative would be configured as a single building. The remaining areas of the site would be utilized for additional surface parking and landscaping.

“ALTERNATIVE USE” ALTERNATIVE

The Alternative Use Alternative would consist of the development of the site in a similar nature to the proposed project, but with long-term operations resulting in a lower vehicle trip generation. For the purposes of this analysis, it is assumed that the Alternative Use Alternative would operate as a “high-cube” warehousing facility. High-cube warehouses are a relatively new type of warehouse used for the storage of manufactured goods and their distribution to retail outlets. These facilities consist of large shells of steel buildings and large halls, often subdivided for individual tenants, with a typical ceiling height of 24 to 26 feet. They are also characterized by a small employment count due to a high level of mechanization. Truck activities frequently occur outside of the peak hour of the adjacent street system. Site layout for the Alternative Use Alternative would be similar to the proposed project. However, under this Alternative, all buildings would be equipped with dock-high doors to accommodate high-cube storage and distribution activities.

“ENVIRONMENTALLY SUPERIOR” ALTERNATIVE

The environmentally superior alternative is the Alternative Use Alternative, given it would eliminate the significant and unavoidable impacts associated with the proposed project. The Alternative Use Alternative would generally lessen the impacts associated with development of the proposed project, because it would involve a lower trip generation through implementation of high-cube facilities.

The Alternative Use Alternative would only partially fulfill the proposed project’s objectives. With implementation of the Alternative Use Alternative, the various benefits related to job creation, economic goals, and the jobs/housing balance in the City would only be partially obtained. However,



when compared to the proposed project, the Alternative Use Alternative is considered environmentally superior, since it would reduce environmental impacts to the greatest extent and eliminate the significant and unavoidable impacts regarding traffic and air quality.

2.5 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY

The following is a brief summary of the impacts, mitigation measures, and unavoidable significant impacts identified and analyzed in Section 5.0, *Environmental Analysis* of this EIR. Refer to the appropriate EIR Section for additional information.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
5.1	AESTHETICS		
AES-1	SCENIC VIEWS AND VISTAS Project implementation would not have a substantial adverse effect on a scenic view or vista.	No mitigation measures are required.	A less than significant impact would result with regard to scenic views and vistas.
AES-2	SHORT-TERM VISUAL CHARACTER/QUALITY <i>Project construction activities would not temporarily degrade the visual character/quality of the site and its surroundings.</i>	AES-1 Concurrent with the Grading Permit Application, a Construction Management Plan shall be submitted for review and approval by the Director of Economic and Community Development. The Construction Management Plan shall, at a minimum, indicate the equipment and vehicle staging areas, stockpiling of materials, fencing (i.e., temporary fencing with opaque material), and haul routes. The designation of construction haul routes would route traffic to minimize visual impacts to sensitive uses in the City. The Construction Management Plan shall require the equipment and vehicle staging areas be located as far as practicable from sensitive receptors to reduce visual impacts to nearby sensitive receptors. The requirement for a Construction Management Plan shall be included in project specifications, subject to verification by the Director of Economic and Community Development prior to final plan approval.	A less than significant impact would result with regard to short-term visual character/quality.
AES-3	LONG-TERM VISUAL CHARACTER/QUALITY <i>Project implementation would not degrade the visual character/quality of the site and its surroundings.</i>	No mitigation measures are required.	A less than significant impact would result with regard to long-term visual character/quality.
AES-4	LIGHT AND GLARE <i>Implementation of the proposed project would not result in significant impacts to daytime and/or nighttime views in the area as a result of light and glare.</i>	AES-2 Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be indicated on Final Development Plans and Grading Plans. AES-3 All construction-related lighting shall include shielding in order to direct lighting down and away from nearby residential uses and consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted to the City for review concurrent with Grading Permit application. AES-4 The proposed Lighting Plan shall be submitted to the City Planning Department for review and approval prior to approval of Final Development Plans and Grading Plans. The Lighting Plan shall ensure compliance with applicable City codes and provisions pertaining to light and glare, including Azusa Development Code	A less than significant impact would result with regard to light and glare.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		Chapter 88.31.030, Outdoor Lighting, which limits lighting intensity, height, spillover, and requires shielding to reduce glare.	
	<p>CUMULATIVE IMPACTS</p> <p><i>The proposed project, combined with other related cumulative projects, would not result in cumulatively considerable impacts related to aesthetics, light, and glare.</i></p>		
	Scenic Views and Vistas	No mitigation measures are required.	A less than significant cumulative impact would result with regard to scenic views and vistas.
	Short-Term Visual Character/Quality	Refer to Mitigation Measure AES-1.	A less than significant cumulative impact would result with regard to short-term visual character/quality.
	Long-Term Visual Character/Quality	No mitigation measures are required.	A less than significant cumulative impact would result with regard to long-term visual character/quality.
	Light and Glare	Refer to Mitigation Measure AES-2 through AES-4.	A less than significant cumulative impact would result with regard to light and glare.
5.2	TRAFFIC/CIRCULATION		
TRA-1	<p>Construction Traffic</p> <p><i>Project construction would not result in a significant impact in relation to traffic generated during the short-term construction process</i></p>	<p>TRA-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, a Construction Management Plan shall be submitted for review and approval by the City Engineer. The requirement for a Construction Management Plan shall be incorporated into the project specifications and subject to verification by the City Engineer prior to final plan approval. The Construction Management Plan shall, at a minimum, address the following:</p> <ul style="list-style-type: none"> • Traffic control for any street closure, detour, or other disruption to traffic circulation. • Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project. • Require the Applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas. 	A less than significant impact would occur with regard to project construction traffic.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<ul style="list-style-type: none"> • Hauling or transport of oversize loads shall be allowed between the hours of 9:00 AM and 3:00 PM only, Monday through Friday, unless approved otherwise by the City Engineer. No hauling or transport will be allowed during nighttime hours, weekends, or Federal holidays. • Use of local streets shall be prohibited. • Haul trucks entering or exiting public streets shall at all times yield to public traffic. • If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer. • All construction-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site. • This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as City of Azusa requirements. 	
TRA-2	<p>Operational Traffic</p> <p><i>Project implementation would cause a significant increase in traffic for existing and forecast conditions when compared to the traffic capacity of local and state highway intersections.</i></p>	<p>TRA-2 Prior to issuance of a certificate of occupancy, the Applicant shall pay their fair share contribution towards upgrading the following significantly impacted signalized intersections with an Intelligent Transportation System (ITS) to improve circulation and intersection operations:</p> <ul style="list-style-type: none"> • I-605/Mount Olive Avenue and Huntington Drive (Duarte); and • Irwindale Avenue and Foothill Boulevard (Irwindale). <p>The improvements shall be subject to review and approval by the cities of Irwindale and Duarte, as well as Caltrans.</p> <p>TRA-3 Prior to issuance of a certificate of occupancy, the Applicant shall pay their fair share contribution towards the restriping of the southbound Irwindale Avenue/I-210 eastbound on- and off-ramps intersection to provide dual left-turn lanes and two through lanes. The fair share payment and associated improvements shall be subject to review and approval by the City of Irwindale City Engineer and coordinated with Caltrans.</p>	A significant and unavoidable impact would occur with regard to project operational traffic.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>TRA-4 Prior to final plan approval, the Applicant shall demonstrate the incorporation of a signalized intersection, and the installation of a short northbound left-turn pocket at the Todd Avenue/Tenth Street intersection on project plans. The plans shall be reviewed and approved by the City Engineer, and to the satisfaction of the Union Pacific Railroad prior to final plan approval. Proof of compliance with this mitigation measure will be required in order to receive a certificate of occupancy for the proposed project.</p> <p>TRA-5 Prior to issuance of a certificate of occupancy, the Applicant shall pay their fair share contribution towards the restriping of the northbound I-210 ramp approach to provide a left-turn lane and a shared left/through/right-turn lane at the I-210 westbound/Alameda and First Street intersection. The fair share payment and associated improvements shall be subject to review and approval by the City of Azusa City Engineer and coordinated with Caltrans.</p>	
TRA-3	<p>Congestion Management Program</p> <p><i>Project implementation would not result in a significant impact related to congestion management program facilities.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to the applicable Congestion Management Program.
TRA-4	<p>Hazardous Traffic Conditions</p> <p><i>Development of the proposed project would not result in a hazardous traffic condition either on-site or in the surrounding area.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to hazardous traffic conditions.
	<p>CUMULATIVE IMPACTS</p> <p><i>Development associated with the proposed project and other related cumulative projects would result in cumulatively considerable traffic impacts.</i></p>		
	Construction Traffic	Refer to Mitigation Measure TRA-1.	A less than significant cumulative impact would result with regard to construction traffic.
	Operational Traffic	Refer to Mitigation Measure TRA-2 through TRA-5.	A significant and unavoidable cumulative impact would result with regard to operational traffic.
	Construction Management Program	No mitigation measures are required.	A less than significant cumulative impact would result with regard to the applicable Congestion Management Program.
	Hazardous Traffic Conditions	No mitigation measures are required.	A less than significant cumulative impact would result with regard to hazardous traffic conditions.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
5.3	AIR QUALITY		
AQ-1	<p>Short-Term (Construction) Air Emissions</p> <p>Short-term construction activities associated with the proposed project would not result in significant air pollutant emission impacts.</p>	<p>AQ-1 Prior to issuance of any Grading Permit, the City Engineer and/or the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:</p> <ul style="list-style-type: none"> • All active portions of the construction site shall be watered every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust. • Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering shall occur if dust is observed migrating from the site during site disturbance. • Any on-site stockpiles of debris or on-site haul roads, dirt, or other dusty material shall be enclosed, covered, or watered twice daily, or non-toxic soil binders shall be applied. • All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour. • Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area. • Track-out devices such as gravel bed track-out aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt trackout from unpaved truck exit routes. Alternatively a wheel washer shall be used at truck exit routes. • On-site vehicle speed shall be limited to 15 miles per hour. 	<p>A less than significant impact would result with regard to short-term (construction) air emissions. .</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<ul style="list-style-type: none"> • All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site. • Reroute construction trucks away from congested streets or sensitive receptor areas. <p>AQ-2 The following measures shall be implemented during construction to substantially reduce NO_x related emissions. They shall be included in the Grading Plan, Building Plans, and/or contract specifications. Contract specification language shall be reviewed by the City Engineer and/or Chief Building Official prior to issuance of a grading permit.</p> <ul style="list-style-type: none"> • Off-road diesel equipment operators shall be required to shut down their engines rather than idle for more than five minutes, and shall ensure that all off-road equipment is compliant with the CARB in-use off-road diesel vehicle regulation and SCAQMD Rule 2449. • Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year NO_x emissions requirements • The following note shall be included on all grading plans: During project construction, all internal combustion engines/construction equipment operating on the project site shall meet EPA-Certified Tier 3 emissions standards, or higher according to the following: <ul style="list-style-type: none"> - Project Start to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. - Post-January 1, 2015: All off-road diesel-powered construction 	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</p> <ul style="list-style-type: none"> - A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. • The contractor or Applicant, depending on who supplies the equipment, shall maintain construction equipment engines by keeping them tuned and regularly serviced to minimize exhaust emissions. • Use low sulfur fuel for stationary construction equipment. This is required by SCAQMD Rules 431.1 and 431.2. • Utilize existing power sources (i.e., power poles) when available. This measure would minimize the use of higher polluting gas or diesel generators. • Configure construction parking to minimize traffic interference. • Minimize obstruction of through-traffic lanes and provide temporary traffic controls such as a flag person during all phases of construction when needed to maintain smooth traffic flow. Construction shall be planned so that lane closures on existing streets are kept to a minimum. • Schedule construction operations affecting traffic for off-peak hours to the best extent when possible. • Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service.) 	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<ul style="list-style-type: none"> Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. 	
AQ-2	<p>Long-Term Operational Emissions</p> <p><i>Development associated with the proposed project would result in significant and unavoidable impacts pertaining to operational air emissions.</i></p>	<p>AQ-3 The proposed project shall include, but not be limited to, the following list of project design features. These features shall be incorporated into the project design to ensure consistency with adopted statewide plans and programs. The project applicant shall demonstrate the incorporation of the following project design features prior to the issuance of building or occupancy permits as applicable. Lease/purchase documents shall identify that tenants are required to implement the following:</p> <ul style="list-style-type: none"> At project start, all heavy duty trucks entering the property must meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 (prior to issuance of occupancy permit). If the above clean truck requirements are infeasible, a phase-in schedule shall be set forth that shall feasibly achieve emission reductions as soon as possible, and faster than existing regulations (i.e., California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025). Should an alternative schedule be found necessary, the SCAQMD staff shall be consulted prior to approving the schedule (prior to issuance of occupancy permit). Require at least a portion of the construction equipment fleet to utilize alternative fueled technologies (prior to issuance of occupancy permit). At a minimum, require tenants upon occupancy that do not already operate 2007 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, or other similar funds. Should funds be awarded, the tenant should also be required to accept and use them (prior to issuance of occupancy permit). Provide food options, fueling, truck repair and or convenience store on-site to minimize the need for trucks to traverse through residential neighborhoods (prior to issuance of building permit). Require all on-site vehicles (hostlers, forklifts, etc.) to utilize zero or near-zero emission technology (prior to issuance of occupancy permit). 	<p>A significant and unavoidable impact would occur with regard to long-term operational emissions.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<ul style="list-style-type: none"> • Implement a trip reduction program, for which all employees shall be eligible to participate (prior to issuance of occupancy permit). • Provide a ride sharing program, for which all employees shall be eligible to participate (prior to issuance of occupancy permit). • Provide transit subsidies, for which all employees shall be eligible to receive (prior to issuance of occupancy permit). 	
AQ-3	<p>Localized Hot-Spot Emissions</p> <p><i>Development associated with the project would not result in significant localized emissions impacts or expose sensitive receptors to substantial pollutant concentrations.</i></p>	Refer to Mitigation Measures AQ-1 through AQ-3.	A less than significant impact would occur with regard to localized hot-spot emissions.
AQ-4	<p>Odors</p> <p><i>The project would not create objectionable odors affecting a substantial number of people.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to odors.
AQ-5	<p>Air Plan Consistency</p> <p><i>Development associated with the proposed project would result in significant and unavoidable impacts related to consistency with the applicable air quality plan.</i></p>	Refer to Mitigation Measures AQ-1 through AQ-3.	A significant and unavoidable impact would occur with regard to air plan consistency.
	<p>CUMULATIVE IMPACTS</p> <p><i>Development associated with the proposed project and related cumulative projects would result in significant air quality impacts and may expose sensitive receptors to substantial pollutant concentrations.</i></p>		
	Short-Term (Construction) Air Emissions	Refer to Mitigation Measures AQ-1 and AQ-2.	A less than significant cumulative impact would result with regard to short-term (construction) air emissions.
	Long-Term Operational Air Emissions	Refer to Mitigation Measures AQ-3.	A significant and unavoidable cumulative impact would result with regard to long-term operational air emissions.
	Odors	No mitigation measures are required.	A less than significant cumulative impact would occur with regard to odors.
	Air Plan Consistency	Refer to Mitigation Measures AQ-1 through AQ-3.	A significant and unavoidable cumulative impact would result with regard to air plan consistency.



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5.4	GREENHOUSE GAS EMISSIONS		
GHG -1	Project Related Sources of Greenhouse Gas Emissions <i>The project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</i>	Refer to Mitigation Measures AQ-1 through AQ-3.	A less than significant impact would result with regard to project related sources of greenhouse gas emissions.
GHG -2	GHG Plan Consistency <i>The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</i>	Refer to Mitigation Measures AQ-1 through AQ-3.	A less than significant impact would result with regard to GHG plan consistency.
	CUMULATIVE IMPACTS Project-related greenhouse gas would not impact greenhouse gas levels on a cumulatively considerable basis.		
	Cumulative Project-Related Greenhouse Gas Emissions	Refer to Mitigation Measures AQ-1 through AQ-3.	A less than significant cumulative impact would result with regard to project related sources of greenhouse gas emissions.
	GHG Plan Consistency	Refer to Mitigation Measures AQ-1 through AQ-3	A less than significant cumulative impact would result with regard to consistency with GHG plan consistency.
5.5	NOISE		
N-1	Short-Term Construction Noise Impacts <i>Grading and construction within the project site would not result in significant temporary noise impacts to nearby noise sensitive receivers.</i>	N-1 Prior to Grading Permit issuance or the start of demolition activities, the Applicant shall demonstrate, to the satisfaction of the City of Azusa Community Development Department, that the project complies with the following: <ul style="list-style-type: none"> • Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State required noise attenuation devices. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers. 	A less than significant impact would result with regard to short-term construction noise.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<ul style="list-style-type: none"> Construction activities shall not occur between the hours of 6:00 p.m. and 7:00 a.m., including Saturdays, or at any time on Sunday or a Federal holiday, per the City's Noise Ordinance. 	
N-2	<p>Construction-Related Vibration Impacts</p> <p><i>Grading and construction associated with the proposed project would not result in significant temporary vibration impacts to nearby noise sensitive receptors.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to construction-related vibration.
N-3	<p>Long-Term (Mobile) Noise Impacts</p> <p><i>Traffic generated by the proposed project would not significantly contribute to existing traffic noise in the area.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to long-term (mobile) noise.
N-4	<p>Long-Term (Stationary) Noise Impacts</p> <p><i>The proposed project would not result in a significant increase in ambient noise levels due to long-term stationary noise.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to long-term (stationary) noise.
	<p>CUMULATIVE IMPACTS</p> <p>Development associated with the proposed project and other related cumulative projects would not result in cumulatively considerable noise impacts.</p>		
	<p>Short-Term Construction Noise Impacts</p>	Refer to Mitigation Measure N-1.	A less than significant cumulative impact would result with regard to short-term construction noise.
	<p>Construction-Related Vibration Impacts</p>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to construction-related vibration.
	<p>Long-Term (Mobile) Noise Impacts</p>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to long-term (mobile) noise.
	<p>Long-Term (Stationary) Noise Impacts</p>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to long-term (stationary) noise.
5.6	<p>PUBLIC SERVICES AND UTILITIES</p>		
PSU-1	<p>Water Services</p> <p>Project implementation would not significantly increase the demand for water such that new entitlements or resources are needed.</p>	No mitigation measures are required.	A less than significant impact would result with regard to water services.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
PSU-2	<p>Wastewater</p> <p><i>Project implementation would not result in a significant impact related to wastewater demand.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to wastewater demand.
PSU-3	<p>Solid Waste</p> <p><i>The project would not result in significant impacts related to solid waste disposal and landfill capacity.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to solid waste disposal and landfill capacity.
PSU-4	<p>Fire Protection</p> <p><i>Project implementation would not result in a significant impact related to the need for additional fire protection facilities and personnel.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to fire protection.
PSU-5	<p>Police Protection</p> <p><i>Project implementation would not result in significant impacts related to the need for additional police protection facilities and personnel.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to police protection.
PSU-6	<p>Schools</p> <p><i>Implementation of the proposed project would not result in significant impacts related to new or physically altered school facilities.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to schools.
PSU-7	<p>Parks and Recreation</p> <p><i>Implementation of the proposed project would not result in significant impacts related to parks or recreational facilities.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to parks and recreation facilities.
	<p>CUMULATIVE IMPACTS</p> <p><i>Development associated with the proposed project and other related cumulative projects would not result in cumulatively considerable impacts to water supply, wastewater generation, solid waste generation, police and fire protection, schools, and parks and recreation.</i></p>		
	Water Services	No mitigation measures are required.	A less than significant cumulative impact would result with regard to water services.
	Wastewater	No mitigation measures are required.	A less than significant cumulative impact would result with regard to wastewater demand.
	Solid Waste	No mitigation measures are required.	A less than significant cumulative impact would result with regard to solid waste disposal and landfill capacity.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	Fire Protection	No mitigation measures are required.	A less than significant cumulative impact would result with regard to fire protection.
	Police Protection	No mitigation measures are required.	A less than significant cumulative impact would result with regard to police protection.
	Schools	No mitigation measures are required.	A less than significant cumulative impact would result with regard to schools.
	Parks and Recreation	No mitigation measures are required.	A less than significant cumulative impact would result with regard to parks and recreation facilities.
5.7	CULTURAL RESOURCES		
CUL-1	Archaeological Resources <i>The proposed project would not result in a significant impact to archaeological resources.</i>	CUL-1 If evidence of subsurface archaeological resources is found during construction, excavation and other construction activity in that area shall cease and the construction contractor shall contact the City of Azusa Community Development Department. With direction from the Director of Community Development, an archaeologist certified by the County of Los Angeles shall be retained to evaluate the discovery prior to resuming grading in the immediate vicinity of the find. If warranted, the archaeologist shall collect the resource and prepare a technical report describing the results of the investigation. The test-level report shall evaluate the site including discussion of significance (depth, nature, condition and extent of the resources), final mitigation recommendations (which shall be adopted and implemented by the Applicant), and cost estimates.	A less than significant impact would result with regard to archaeological resources.
CUL-2	Paleontological Resources <i>The proposed project would not result in significant impacts to paleontological resources.</i>	CUL-2 If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area shall cease and the construction contractor shall contact the City of Azusa Community Development Department. With direction from the Director of Community Development, a paleontologist certified by the County of Los Angeles shall evaluate the find. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources. The Paleontological Resources Mitigation Program shall be adopted and implemented by the Applicant.	A less than significant impact would result with regard to paleontological resources.
	CUMULATIVE IMPACTS <i>The project, combined with other related cumulative projects, would not result in cumulatively considerable impacts to cultural resources.</i>		
	Archaeological Resources	Refer to Mitigation Measure CUL-1.	A less than significant cumulative impact would result with regard to archaeological resources.
	Paleontological Resources	Refer to Mitigation Measure CUL-2.	A less than significant cumulative impact would result with regard to paleontological resources.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
5.8	HYDROLOGY AND WATER QUALITY		
HWQ-1	Water Quality – Short-Term Impacts <i>Grading, excavation, and construction activities associated with the proposed project would not significantly impact water quality.</i>	No mitigation measures are required.	A less than significant impact would result with regard to short-term water quality.
HWQ-2	Long-Term Operational Impacts <i>Implementation of the proposed project would not result in significant impacts related to increased run-off amounts or degraded water quality.</i>	HWQ-1 Prior to the issuance of a Grading Permit, the Applicant shall submit detailed plans to the City showing compliance with all BMPs required in the SUSMP, for the review and approval of the City Engineer and/or the Chief Building Official. The BMPs shall be included within project specifications, subject to City verification prior to final plan approval.	A less than significant impact would result with regard to long-term operational hydrology and water quality.
	CUMULATIVE IMPACTS <i>The project, along with other related cumulative projects, would not result in cumulatively considerable hydrology and drainage impacts in the area.</i>		
	Water Quality – Short-Term Impacts	No mitigation measures are required.	A less than significant cumulative impact would result with regard to short-term water quality. .
	Long-Term Operational Impacts	Refer to Mitigation Measure HWQ-1.	A less than significant cumulative impact would result with regard to long-term operational hydrology and water quality. .
5.9	GEOLOGY AND SOILS		
GEO-1	Rupture of a Known Earthquake Fault <i>The project would not expose people or structures to potential substantial adverse effects involving the rupture of a known earthquake fault.</i>	GEO-1 Prior to Building Permit issuance, the City Engineer and/or City Building Official shall ensure that the Grading and Building Plans demonstrate compliance with the required 50-foot building setback from the Duarte Fault trace, per the recommendations of the <i>Geotechnical Documentation</i> prepared for the proposed project.	A less than significant impact would result with regard to fault rupture.
GEO-2	Strong Seismic Ground Shaking <i>The project would not expose people or structures to potential substantial adverse effects involving strong seismic ground shaking.</i>	GEO-2 Prior to Grading or Building Permit issuance, the Grading and Building Plan, construction contracts, and specifications shall demonstrate compliance with the recommendations set forth in the <i>Geotechnical Documentation</i> prepared for the project that pertain to seismic ground shaking. These recommendations pertain to seismic design parameters, foundation design recommendations, lateral earth pressures, cement type and corrosion, slab-on-grade design, site development recommendations, and preliminary pavement design. The <i>Geotechnical Documentation</i> is included in Appendix 13.9, Geotechnical Documentation of this EIR and is incorporated by reference into this mitigation measure.	A less than significant impact would result with regard to seismic ground shaking.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
GEO-3	<p>Liquefaction</p> <p><i>The proposed project would not expose people or structures to potential substantial adverse effects associated with seismically induced liquefaction.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to liquefaction.
GEO-4	<p>Loss of Topsoil</p> <p><i>The proposed project would not result in substantial erosion and loss of topsoil.</i></p>	Refer to Mitigation Measure HWQ-1.	A less than significant impact would result with regard to loss of topsoil.
GEO-5	<p>Unstable Geologic Units</p> <p><i>The proposed project would not result in significant impacts related to unstable geologic conditions, including landslide, lateral spreading, subsidence, liquefaction, collapse, and expansive soils.</i></p>	GEO-3 Prior to Grading or Building Permit issuance, the Grading and Building Plan, construction contracts, and specifications shall demonstrate compliance with the recommendations set forth in the <i>Geotechnical Documentation</i> prepared for the project that pertain to unstable geologic units. These recommendations pertain to expansion potential, slab-on-grade design, site development recommendations (including grading, fill placement, and compaction), trenching, drainage, utility trench backfill, and preliminary pavement design. The <i>Geotechnical Documentation</i> is included in <u>Appendix 13.9, <i>Geotechnical Documentation</i></u> of this EIR and is incorporated by reference into this mitigation measure.	A less than significant impact would result with regard to unstable geologic units.
	<p>CUMULATIVE IMPACTS</p> <p><i>The proposed project, in combination with other related cumulative projects, would not result in cumulatively considerable geological impacts.</i></p>		
	Rupture of a Known Earthquake Fault	Refer to Mitigation Measure GEO-1.	A less than significant cumulative impact would result with regard to fault rupture.
	Strong Seismic Ground Shaking	Refer to Mitigation Measure GEO-2.	A less than significant cumulative impact would result with regard to seismic ground shaking.
	Loss of Topsoil	Refer to Mitigation Measure HWQ-1.	A less than significant cumulative impact would result with regard to loss of topsoil.
	Unstable Geologic Units	Refer to Mitigation Measure GEO-3.	A less than significant cumulative impact would result with regard to unstable geologic units.



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