



5.1 Aesthetics/Light and Glare



5.1 AESTHETICS/LIGHT AND GLARE

This section describes the existing visual environment in and around the project area. It assesses the potential for aesthetics/light and glare impacts using accepted methods of evaluating visual landscape quality, as well as identifying the type and degree of changes the proposed project would likely have. The analysis in this section is primarily based on the project site plan, associated technical data, and verified through a site visit conducted by RBF Consulting on December 3, 2013. Where additional information has been used to evaluate the potential impacts, that information has been referenced. Photographic documentation is utilized to supplement the visual analysis and fulfill CEQA requirements. It is noted that the proposed architectural and design features are subject to change as part of the City's Design Review process.

5.1.1 EXISTING SETTING

SCENIC VIEWS AND VISTAS

The City of Azusa (City) is a nearly fully developed suburban community located within southeastern Los Angeles County. The City is located within the County's East San Gabriel Valley Planning Region, although a small portion of Azusa is located within the San Gabriel Mountain foothills located in the northern portion of the City. There are no General Plan-designated scenic views or vistas within the City. Additionally, there are no unique or unusual features in the project area that comprise a dominant portion of a viewshed. Notwithstanding, the San Gabriel Mountains, located approximately 0.7-mile north of the project site, are scenic resources, since they consist of undisturbed natural areas and offer distant vistas of mountain backdrops from portions of Azusa. The San Gabriel Mountains are aesthetically valuable to the City's residents, visitors, and recreational users. Local scenic roads provide panoramic views of the San Gabriel Mountains including Mt. Baldy and Mt. Wilson. Additionally, Azusa's trail system offers various viewpoints.

The project site is located in the northwestern portion of Azusa, west of the North Todd Avenue and Tenth Street intersection. The topography of the project area is gently sloping to the southwest. The Colorama Nursery is located immediately adjacent to the north of the project site, the Azusa Greens Country club to the east, the Vulcan Materials Quarry to the south, and the Southern California Laborers Training School to the west. Due to the distance to the San Gabriel Mountains, the built-out nature of the surrounding land uses, as well as the existence of the Vulcan Materials Quarry to the south, views of the San Gabriel Mountains are not readily afforded from land uses adjacent to the project site. The project site is currently comprised of vacant land, paved areas, non-native vegetation, building foundations from the prior industrial use, gravel areas, and one office building. The project site lacks visual resources and/or elements, and does not provide or inhibit any scenic vistas, views, or corridors in the project vicinity.

Section 4.1, *Aesthetics and Visual Quality*, of the *City of Azusa General Plan Environmental Impact Report* (General Plan EIR) identifies routes and trails of scenic interest that warrant consideration. The project site is not located in the viewshed of the specified scenic routes or trails, except the San Gabriel River Bike Path. The San Gabriel River Bike Path, which passes through the Santa Fe Dam Recreation Area in Irwindale, is located approximately 750 feet northwest of the project site.



However, due to the developed nature of the surrounding uses, views to the San Gabriel River Bike Path are not afforded from the project site. In addition, although not a specified scenic route, motorists traveling along North Todd Avenue (along the project site's eastern boundary) experience views of the San Gabriel Mountains to the north.

STATE SCENIC HIGHWAYS

The State Scenic Highway System includes a list of highways that are either currently designated as scenic highways by the State or are eligible for that designation. Neither the California Department of Transportation (Caltrans) nor the County of Los Angeles identify any designated scenic highways within Azusa or in its immediate vicinity. However, Azusa Avenue (State Highway 39), to the north of I-210, is eligible to become a State scenic highway but has not yet been officially designated.¹ As the project site is located approximately 0.9-mile west of this eligible State scenic highway, the project site is not located in the viewshed of this segment of State Highway 39. No further analysis is warranted in this regard.

VISUAL CHARACTER/QUALITY

RBF Consulting conducted a photographic inventory of the project area to document the existing visual character and quality of the project site and its surroundings; refer to Exhibit 5.1-1, *Existing On-Site Conditions*, and Exhibit 5.1-2, *Existing Surrounding Conditions*. The most prominent factors influencing the character of the project site and its surroundings are the industrial uses along North Todd Avenue, the Azusa Greens Country Club, and the San Gabriel Mountains.

Azusa is a nearly fully developed suburban community, generally based on a one-half mile grid roadway network. The project site is located in the City's DWL (District West End Light Industrial District) zone, which is located in the western portion of the City and includes industrial, manufacturing, and technological uses. The predominant industrial land use in the project area is the Vulcan Materials Quarry, located approximately 150 feet south of the project site. The visual character of the industrial land uses surrounding the project site varies and is comprised of one- to two-story buildings of steel or tilt-up concrete construction. Most buildings in the project area are oriented along a street frontage with parking in the side or back of the property; other buildings are located in the back of the property with parking along the street frontage.

The project site contains a one-story office building in the eastern portion of the site near North Todd Avenue; the rest of the site consists of vacant land, paved areas, nominal vegetation, building foundations, and concrete remnants of the former shipping/receiving bay associated with the past industrial uses on-site. Overall, the industrial buildings in the project area are comprised of similar mass and scale, and convey comparable colors, textures, and other design features in relation to one another. The nearest residential uses are located approximately 1,040 feet to the northeast of the project site, located along Sierra Madre Avenue.

¹ State of California Department of Transportation, *California Scenic Highway Mapping System*, http://www.dot.ca.gov/hq/LandArch/scenic_highways/, accessed on December 19, 2013.



View of existing on-site office building adjacent to North Todd Avenue.



View of on-site vacant disturbed land and the San Gabriel Mountains.



View of the area formerly occupied by Colorama Nursery in the eastern portion of the project site.



View of existing on-site rail spur in the western portion of the project site.



View of the Colorama Nursery to the north of the project site.



View of the Azusa Greens Country Club to the east of the project site.



View of an industrial building to the south of the project site.



View of the Southern California Laborers Training School to the west of the project site.



The project site's character is consistent with the industrial character exhibited throughout the West End Light Industrial District. The eastern portion of the project site (i.e., the proposed location of Building 1) includes an existing office building, two surface parking lots, and the entrance road to the project site from North Todd Avenue. The western portion of the project site (i.e., the proposed location of Buildings 2 and 3) was formerly occupied by manufacturing, and shipping/receiving facilities. This portion of the site currently contains a portion of the former Criterion Catalysts docking bay (associated with former shipping/receiving facilities), an access roadway, paved areas, gravel areas, building foundation pads, one surface parking area, a UPRR rail spur, and non-native vegetation.

LIGHT AND GLARE

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences and hotels are considered light sensitive, since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare generation is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

Light and glare currently generated within the project boundaries are from existing security lighting associated with the vacant office building and gated entrance to the site in the eastern portion of the site near North Todd Avenue. Also, safety-oriented exterior and interior lighting sources are produced from surrounding industrial uses. Car headlights and street lighting can be seen along North Todd Avenue that contribute to existing conditions on the project site and in the surrounding area. There are no traffic signals in the immediate vicinity of the project site; UPRR crossing lights are located approximately 30 feet south of the project site near the intersection of North Todd Avenue and West Tenth Street.



5.1.2 REGULATORY SETTING

CITY OF AZUSA GENERAL PLAN

City policies pertaining to visual character are contained in The Built Environment Chapter of the *City of Azusa General Plan* (General Plan). These policies include the following, among others:

- Policy 4.9 Require buildings within the West End Industrial District to be uniquely identifiable, distinguished in their architecture and site planning, and compatible with adjacent uses and districts.
- Policy 6.2 Require all industrial buildings to be distinctive, constructed of high quality materials, and be of interesting and strong design. All buildings shall be visually attractive from the street, and from adjacent or nearby properties.
- Policy 6.3 Require rooflines and building elevations to be visually attractive from all vantage points.
- Policy 6.4 Require site development plans to:
- Incorporate physical and visual design elements that buffer industrial use from any nearby residential neighborhood or use;
 - Provide elements that link commercial and industrial uses (sidewalks and paths, common architectural design, signage, landscape, etc.);
 - Site commercial buildings around common open spaces and plazas accessible to the public; and
 - Require single level, “at grade” parking facilities to be generously landscaped with shrubs and trees.
- Policy 10.1 Require the consideration and mitigation of noise, light, vehicular, and other impacts on residential properties in the design of commercial and industrial development.
- Policy 10.2 Require on-site lighting of institutional, commercial, and industrial uses be constructed or located so that only the intended area is illuminated, off -site glare is minimized, and adequate safety is provided.

CITY OF AZUSA MUNICIPAL CODE

Section 46-409, Construction. The *City of Azusa Municipal Code* (Municipal Code) Section 46-409 establishes limits on construction, in order to allow construction schedules to take advantage of the weather and normal daylight hours, and to ensure that nearby residents as well as nonresidential activities are not disturbed by the early morning or late night activities. As specified in this Section, construction is permitted Monday through Saturday 7:00 a.m. to 6:00 p.m. Extended construction hours may only be allowed by the review authority through conditions of approval between 6:00 p.m. and 10:00 p.m. On Sundays and national holidays, construction activities may only be allowed by the review authority through conditions of approval between 9:00 a.m. and 5:00 p.m.



Section 88.51.032, *Design Review*. Municipal Code Section 88.51.032, *Design Review*, outlines the City's design review requirements that are applicable to non-residential projects, among others. The purpose of design review is to ensure that the design of proposed development and new land uses maintains and enhances the City's attractive appearance. Design review recognizes the aesthetics of the community, encourages the harmonious appearance of development, ensures that new uses enhance their sites and are compatible with surrounding uses, retains and strengthens the visual quality and attractive character of Azusa, assists developers in understanding the City's concerns for the aesthetics of development, and ensures that development complies with all applicable City standards and guidelines.

5.1.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form used during preparation of the project Initial Study, which is contained in Appendix 13.1 of this EIR. The Initial Study includes questions relating to aesthetics and visual resources. The issues presented in the Initial Study Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- Have a substantial adverse effect on a scenic vista (refer to Impact Statement AES-1);
- Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway (refer to Section 10.0, *Effects Found Not to be Significant*);
- Substantially degrade the existing visual character or quality of the site and its surroundings (refer to Impact Statements AES-2 and AES-3); and/or
- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area (refer to Impact Statement AES-4).

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.1.4 IMPACTS AND MITIGATION MEASURES

SCENIC VIEWS AND VISTAS

AES-1 PROJECT IMPLEMENTATION WOULD NOT HAVE A SUBSTANTIAL ADVERSE AFFECT ON A SCENIC VIEW OR VISTA.

Impact Analysis: As previously noted, there are no General Plan designated scenic views or vistas within the City. Additionally, there are no unique or unusual features in the project area that comprise a dominant portion of a viewshed. However, the San Gabriel Mountains are a scenic



resource that offer distant vistas of mountain backdrops from portions of Azusa. Azusa's scenic roads and trail system provide panoramic views of the San Gabriel Mountains. It should be noted that the San Gabriel River, and San Gabriel River Bike Path, located approximately 750 feet northwest of the project site, cannot be seen from the project site due to the developed nature of the surrounding uses in the project area. Motorists traveling along North Todd Avenue (not a specified scenic route by the City) would experience the most significant alteration of current views of the San Gabriel Mountains with implementation of the proposed project.

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 convert vacant, disturbed land into an industrial site made up of three two-story buildings utilized for distribution/warehousing/manufacturing uses. The buildings would be surrounded by parking lots and paved areas, as well as ornamental landscaping throughout the project site. The mass and scale of the buildings would be similar to those of the surrounding land uses, and would not be taller than 45 feet in height. The proposed project is consistent with the Light Industrial General Plan land use designation, and is an allowable use under the DWL zone for the project site.

As discussed above, the project site is currently comprised of vacant, disturbed land, paved areas, sparse vegetation/landscaping, and one office building. The project site is not located within the viewshed of a designated scenic vista, corridor, or route (per the City's General Plan), and/or a State Scenic Highway. The proposed project would be constructed to a similar height and massing as the surrounding industrial uses in the project area, and would comply with City design guidelines. The nearest sensitive receptors are residential uses located approximately 1,040 feet to the northeast of the project site. However, due to the developed nature of the uses surrounding the project site, and visual barriers (vegetation screening associated with the Azusa Greens Country Club), these sensitive receptors do not have unconstrained views of the project site. Motorists traveling along North Todd Avenue would experience the highest level of obstructed views of the San Gabriel Mountains with implementation of the proposed project. Due to the conversion of the project site from vacant land to an industrial business park development, motorists' views of the San Gabriel Mountains along North Todd Avenue would be slightly impaired. However, only a portion of these views would be affected, as the industrial buildings would be a maximum of 45 feet in height, and these views are of short duration and temporary in nature. Therefore, impacts to motorists' views would be minimal.

Overall, as is evidenced by the discussions presented above, project implementation would not significantly impair the existing views of the San Gabriel Mountains from the San Gabriel River Bike Path, and North Todd Avenue. Further, sensitive receptors in the project area (residential uses) do not have views of the project site, and therefore would not experience any level of visual impediment. Motorists' views of the San Gabriel Mountains along North Todd Avenue are of short duration and temporary in nature, and the proposed project would be constructed with a similar mass and height as the existing industrial uses in the project area. Therefore, project implementation would result in less than significant impacts in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



SHORT-TERM VISUAL CHARACTER/QUALITY

AES-2 PROJECT CONSTRUCTION ACTIVITIES WOULD NOT TEMPORARILY DEGRADE THE VISUAL CHARACTER/QUALITY OF THE SITE AND ITS SURROUNDINGS.

Impact Analysis: As described in Section 3.5, *Phasing/Construction*, construction of the project is anticipated to last one year, beginning in mid- to late-2014. The construction-related activities involve three general phases: demolition and removal of existing facilities, hardscapes, and landscapes (approximately one month); site grading (approximately two months); construction of facilities and roadways (approximately eight months); and painting (one month).

There are no visually sensitive receptors located in the project vicinity. The nearest residential uses are located approximately 1,040 feet to the northeast of the project site, along Sierra Madre Avenue. Views of the project site from these residential uses are hindered due to the distance to the project site, the developed nature of the surrounding uses, and vegetation screening associated with the Azusa Greens Country Club. As such, these residential uses would not view the project's construction activities. Views from the Azusa Greens Country Club across North Todd Avenue to the project site would be generally blocked by existing mature trees.

The construction-related activities would temporarily influence the character of the project site, as viewed from the industrial uses to the north and south, Azusa Greens Country Club to the east, and motorists traveling along North Todd Avenue, West Tenth Street, and Sierra Madre Avenue. During project construction, the various construction activities would intermittently alter the character of the project site and its surroundings. Graded surfaces, construction debris, construction equipment, and truck traffic would be visible. Additionally, soil would be stockpiled and equipment for grading activities would be staged at various locations throughout the project site. The duration and intensity of project construction would vary with each stage. Construction-related visual impacts would not be constant over the one year construction period. Most heavy equipment would be on-site for the period needed to complete site preparation and rough grading, which is only expected to last approximately two months. Upon completion of construction, these short-term visual impacts would cease.

As previously noted, there are no visually sensitive receptors located in the project vicinity. Given that project construction activities are temporary and would occur in an industrial setting, project construction would not substantially degrade the existing visual character or quality of the site and its surroundings. Mitigation Measure AES-1 would require preparation of a Construction Management Plan, which specifies requirements for equipment and vehicle staging areas, stockpiling of materials, fencing (i.e., temporary fencing with opaque material), and haul routes. Implementation of AES-1 would minimize temporary visual impacts as viewed from the surrounding residential and industrial uses, and motorists traveling along North Todd Avenue, West Tenth Street, and Sierra Madre Avenue. Locating the constructing staging areas at the furthest distance from sensitive receptors, and the use of temporary fencing would obstruct/reduce potential line-of-sight to construction activities from nearby sensitive receptors and surrounding uses. In addition, designating construction haul routes for the project would help mitigate visual impacts to sensitive uses throughout the City. Thus, the project's construction-related impacts to the visual character or quality of the site and its surroundings would be less than significant with implementation of Mitigation Measure AES-1.



Mitigation Measures:

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.

Level of Significance: Less Than Significant With Mitigation Incorporated.

LONG-TERM VISUAL CHARACTER/QUALITY

AES-3 PROJECT IMPLEMENTATION WOULD NOT DEGRADE THE VISUAL CHARACTER/QUALITY OF THE SITE AND ITS SURROUNDINGS.

Impact Analysis: The visual analysis of a proposed project must consider its visual quality and compatibility in consideration of the area's visual sensitivity. The analysis provided below examines the proposed project for compatibility with the character of the surrounding industrial land uses, in consideration of the following visual elements:

- Architectural features (e.g., repetition of design elements: materials, texture, colors, form, type of construction, details, and building systems);
- Scale (e.g., size relationships between adjacent buildings, and between buildings and adjacent open spaces); and
- Front, side, and rear setbacks.

It is noted there are no visually sensitive receptors located in the immediate project vicinity (i.e., adjoining or adjacent to the project site). The only sensitive receptors in the project area are residential uses located approximately 1,040 feet to the northeast of the project site; however, these receptors do not have views of the project site due to vegetation screening associated with the Azusa Greens Country Club and the developed nature of the uses surrounding the project site. The project involves development of an industrial use within an industrial area (i.e., the northern extent of the West End Industrial District). The predominant industrial land use in the project area is the Vulcans Materials Quarry, located adjacent to the south of the project site's southern boundary. The visual character of the industrial land uses surrounding the project site varies. These uses are comprised of one- to two-story buildings of steel or tilt-up concrete construction. Most buildings are oriented along a street frontage with parking in the side or back of the property; however, other buildings are located in the back of the property with parking in front near the street frontage. Due to the surrounding industrial land uses and developed nature of this portion of Azusa, the project site is not located in a visually sensitive area.



The proposed project is described in detail in Section 3.0, *Project Description*. The project proposes to construct three two-story industrial buildings, totaling 342,629 square feet on the 21.63-acre project site. The project would change the existing aesthetics of the site from mostly vacant to a developed site with three two-story industrial buildings, surface parking, three retention basins and landscaping. Because the site and surrounding properties are relatively flat, the industrial buildings would be visible to the existing surrounding land uses and motorists along North Todd Avenue. However, the buildings would be similar to the height and mass as the surrounding industrial buildings, and would be comprised of similar color, texture, and architectural style. The exterior of the buildings would be comprised of concrete walls, wall fins, overhangs, and canopies, as well as metal doors.

The existing large mature trees along North Todd Avenue (aligning the west end of the Azusa Greens Country Club, and a portion of the easternmost portion of the project site) would buffer and screen the project from the Azusa Greens Country Club, and motorists along North Todd Avenue. The project landscaping along the eastern edge of the project site near North Todd Avenue would also provide some aesthetic buffer for motorists on North Todd Avenue and Azusa Greens Country Club to the east.

The project would be required to meet the City's design standards for industrial development per the Development Code. The incorporation of all City-required applicable design standards would reduce all aesthetic impacts to less than significant. Therefore, the proposed project is not anticipated to have any significant aesthetic impacts with the incorporation of all applicable City design standards.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LIGHT AND GLARE

AES-4 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.

Impact Analysis:

Short-Term Construction Impacts

Construction activities are anticipated to occur during the day hours; however, security lighting would result in short-term light and glare impacts associated with construction activities. The nearest residential uses are located approximately 1,040 feet northeast of the site, and are considered light-sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Implementation of the recommended mitigation (Mitigation Measures AES-2 and AES-3) involving opaque screening surrounding the site and shielding of construction-related lighting would reduce the impact to a less than significant level.



Long-Term Operational Impacts

Lighting and Glare from Proposed Structures

Implementation of the proposed project would introduce additional sources of light and glare including light from the industrial distribution/warehousing/manufacturing uses, as well as security lighting and vehicle headlights at proposed roads and driveways. Existing sources of light in the project area include street lighting, building illumination, signage, security lighting, and parking lot lighting. The project site currently contains security lighting associated with the vacant office building and the gated entrance to the site near North Todd Avenue.

Implementation of the proposed project includes the development of three separate two-story industrial buildings on the project site. The project would create new sources of light and glare in the form of lighting emanating from building interiors, exterior lighting, and lighting for the purposes of safety, as well as glare effects caused by reflective surfaces. These new sources of light and glare would be most visible from development along adjacent roadways, and to receptors such as traveling motorists.

Additionally, the project would be subject to Municipal Code Section 88.31.030, Outdoor Lighting, which establishes lighting standards to ensure that light trespass (spill light), light pollution, and glare have a negligible impact on surrounding properties, particularly residential uses. Compliance with the Municipal Code requirements would reduce potential light and glare impacts from proposed structures to a less than significant level; refer to Mitigation Measure AES-4.

Vehicle Headlights

Implementation of the proposed project would introduce increased vehicles along North Todd Avenue, Sierra Madre Avenue, and West Tenth Street. Vehicles using these roadways to access the project would increase the amount of light produced in the project area as a result of vehicle headlights. However, due to the developed nature of the surrounding industrial uses, the increased amount of vehicle headlights would not impact sensitive receptors. The nearest sensitive receptors are residential uses located approximately 1,040 feet to the northeast. Due to the distance of these receptors to the project site and visual buffers (vegetation screening and developed surrounding industrial uses), light and glare from vehicle headlights would not impact sensitive receptors in the project area. Therefore, a less than significant impact would occur.

Mitigation Measures:

- 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 Chapter 88.31.030. Outdoor Lighting, which limits lighting intensity, height, spillover, and requires shielding to reduce glare.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.1.5 CUMULATIVE IMPACTS

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, WOULD NOT RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS RELATED TO AESTHETICS, LIGHT, AND GLARE.**

Impact Analysis:

Cumulative Scenic Views and Vistas

As outlined in Table 4-1, Cumulative Projects List, and illustrated on Exhibit 4-1, Cumulative Project Locations, the related projects and other possible development would occur in the cities of Azusa, Glendora, Covina, Duarte, and Irwindale. Based on the projects identified in Table 4-1, cumulative development would result in new residential, non-residential, institutional, and recreational uses. The City of Azusa, as well as the surrounding cities of Glendora, Covina, Duarte, and Irwindale, are nearly fully developed suburban communities.

The San Gabriel Mountains, located north of Azusa, Glendora, Covina, Duarte, and Irwindale are a scenic resource offering distant vistas of mountain backdrops. The project-specific impacts to scenic vistas are not cumulatively considerable, because there are no cumulative projects located in the project viewshed and impacts to scenic vistas from cumulative development would be unique to each respective site. The potential impacts of other projects on views of the San Gabriel Mountains would be evaluated on a project-by-project basis.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Cumulative Short-Term Visual Character/Quality

The construction-related impacts to visual character are not cumulatively considerable, because there are no cumulative projects located in the immediate project vicinity and impacts to visual character would be unique to each respective development site. Additionally, construction-related impacts to visual character would be dependant upon project- and site-specific variables, including proximity to visually sensitive receptors, the visual sensitivity of the respective development sites, and duration of demolition and construction. The potential construction-related impacts of other projects on the visual character of a development site and its surroundings would be evaluated on a project-by-project basis. It is assumed that cumulative development would progress in accordance with the Zoning/Development Code of the respective jurisdictions. Each project would be analyzed in order



to ensure the construction-related Zoning/Development Code restrictions are consistently upheld. Cumulative construction-related impacts to visual character would be less than significant, and the project would not be cumulatively considerable.

Mitigation Measures: Refer to Mitigation AES-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

Cumulative Long-Term Visual Character/Quality

The long-term impacts to visual character are not cumulatively considerable, because there are no cumulative projects located in the immediate project vicinity and impacts to visual character would be unique to each respective development site. Additionally, the impacts to visual character would be dependent upon project- and site-specific variables, including proximity to visually sensitive receptors, the visual sensitivity of the respective development sites, and the compatibility of a project's architectural style, scale, and setbacks with the surrounding land uses. The potential impacts of other projects on the visual character of a development site and its surroundings would be evaluated on a project-by-project basis. It is assumed that cumulative development would progress in accordance with the Zoning/Development Code of the respective jurisdictions. Potential impacts to the visual character of a development site and its surroundings would be minimized through the design of developments that incorporate architectural features (i.e., material, texture, color, form, type of construction, detail, and building system) and building scales compatible with the surrounding land uses. Potential impacts would be further minimized through incorporation of appropriate setbacks, landscaping design, and buffering and screening techniques. The development review process for each respective jurisdiction would verify compliance with Code requirements regarding elements that influence a development site's character. Each project would undergo design review and be analyzed in order to ensure the regulations of the relevant Zoning/Development Code are consistently upheld. Cumulative impacts to long-term character/quality would be less than significant, and the proposed project would not cumulatively contribute to long-term visual impacts.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Cumulative Light and Glare

The proposed project would not result in significant impacts related to short-term and long-term light and glare upon implementation of Mitigation Measures AES-2 through AES-4. The long-term impacts related to light and glare are not considered cumulatively considerable given the developed nature of the project area and urbanized characteristics of the community. Existing conditions related to light and glare surrounding the identified cumulative projects is typical of urbanized, developed areas and is subject to street lighting interior/exterior building lights, and vehicle headlights. Moreover, there are no cumulative projects located in the immediate project vicinity and impacts to light and glare would generally be unique to each respective development site. Additionally, the impacts related to light and glare would be dependent upon project- and site-specific variables, including proximity to visually sensitive receptors and the visual sensitivity of the respective development sites. The potential impacts of other projects related to light and glare



would be evaluated on a project-by-project basis. It is assumed that cumulative development would progress in accordance with the Zoning/Development Code of the respective jurisdictions. Potential impacts to the light/glare conditions of a development site and its surroundings would be minimized through the design of developments that incorporate lighting requirements related to shielding and placement. The development review process for each respective jurisdiction would verify compliance with Code requirements regarding elements that influence a development site's character. Each project would undergo design review and be analyzed in order to ensure the regulations of the relevant Zoning/Development Code are consistently upheld. Cumulative impacts to light and glare would be less than significant, and the proposed project would not cumulatively contribute to long-term visual impacts.

Mitigation Measures: Refer to Mitigation Measures AES-2 through AES-4.

Level of Significance After Mitigation: Less Than Significant Impact With Mitigation Incorporated.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No unavoidable significant impacts related to aesthetics, light, and glare have been identified in this section.



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