



9.0 Level of Significance After Mitigation



9.0 LEVEL OF SIGNIFICANCE AFTER MITIGATION

AESTHETICS/LIGHT AND GLARE

No unavoidable significant impacts related to aesthetics, light, and glare would occur upon implementation of the proposed project.

TRAFFIC/CIRCULATION

Despite compliance with mitigation measures, the proposed project would result in significant and unavoidable impacts regarding the following:

- I-605/Mount Olive Avenue and Huntington Drive – Project-generated trips would result in a significant impact at the intersection of I-605/Mount Olive Avenue and Huntington Drive for p.m. peak hours for both Existing Plus Project and Short-Range (Year 2015) Plus Project conditions. Implementation of Mitigation Measure TRA-2 would result in a reduction of traffic levels below agency thresholds. However, the intersection of I-605/Mount Olive Avenue and Huntington Drive has a shared jurisdiction between both the City of Duarte and Caltrans. Thus, the City of Azusa (lead agency under CEQA) would have no control over the implementation of recommended mitigation and associated timing for construction. As such, impacts at this intersection would remain significant and unavoidable. These significant and unavoidable impacts are also cumulatively considerable.
- Irwindale Avenue/Foothill Boulevard – Project-generated trips would result in a significant impact at the intersection of Irwindale Avenue/Foothill Boulevard for p.m. peak hours for both Existing Plus Project and Short-Range (Year 2015) Plus Project conditions. Implementation of Mitigation Measure TRA-2 would result in a reduction of traffic levels below agency thresholds. However, the City of Irwindale has jurisdiction over the intersection of Irwindale Avenue/Foothill Boulevard. Thus, the City of Azusa (lead agency under CEQA) would have no control over the implementation of recommended mitigation and associated timing for construction. As such, impacts at this intersection would remain significant and unavoidable. These significant and unavoidable impacts are also cumulatively considerable.
- Irwindale Avenue/I-210 Eastbound On and Off Ramps – Project-generated trips would result in significant impact at the intersection of Irwindale Avenue/I-210 eastbound ramps for the weekday a.m. peak hour only for both Existing Plus Project and Short-Range (Year 2015) Plus Project conditions. Mitigation Measure TRA-3 would result in a reduction of traffic levels below agency thresholds. However, the City of Irwindale and Caltrans have jurisdiction over the intersection Irwindale Avenue/I-210 eastbound ramps. Thus, the City of Azusa (lead agency under CEQA) would have no control over the implementation of recommended mitigation and associated timing for construction. As such, impacts at this intersection would remain significant and unavoidable. These significant and unavoidable impacts are also cumulatively considerable.



If the City of Azusa approves the project, the City shall be required to make findings in accordance with CEQA Guidelines Section 15091 and adopt a Statement of Overriding Considerations in accordance with CEQA Guidelines Section 15093.

AIR QUALITY

Implementation of the proposed project would result in a significant and unavoidable impact for the following areas:

- Regional Operational NO_x Emissions – During the operational phase of the proposed project, NO_x emissions would exceed SCAQMD thresholds from mobile sources. Mitigation Measure AQ-3 would reduce the potential air quality impacts to the degree technically feasible, but NO_x emissions would remain above SCAQMD significance thresholds. Therefore, operation of the proposed project would have a significant and unavoidable impact on regional air quality.
- Cumulative Operational Emissions – As stated above, operational activities would create a significant and unavoidable impact due to exceedances of SCAQMD thresholds for NO_x. Implementation of Mitigation Measure AQ-3 would reduce impacts; however a significant and unavoidable impact would remain.
- Air Quality Plan Consistency – As stated above, operational activities would create a significant and unavoidable impact due to exceedances of SCAQMD thresholds for NO_x. Implementation of recommended mitigation measures AQ-1 through AQ-3 would reduce emissions to the maximum extent feasible. However, operational emissions would still be expected to be above SCAQMD thresholds, and therefore, the project would not be consistent with the 2012 AQMP. Therefore, a significant and unavoidable project-level and cumulative impact would remain.

If the City of Azusa approves the project, the City shall be required to adopt findings of fact in accordance with Section 15091 of the CEQA Guidelines, as well as adopt a Statement of Overriding Considerations in accordance with Section 15093 of the CEQA Guidelines.

GREENHOUSE GAS EMISSIONS

No unavoidable significant impacts related to greenhouse gas emissions would occur upon implementation of the proposed project.

NOISE

No unavoidable significant impacts related to noise would occur upon implementation of the proposed project.

PUBLIC SERVICES AND UTILITIES

No unavoidable significant impacts related to public services and utilities would occur upon implementation of the proposed project.



CULTURAL RESOURCES

No unavoidable significant impacts related to cultural resources would occur upon implementation of the proposed project.

HYDROLOGY AND WATER QUALITY

No unavoidable significant impacts related to hydrology and water quality would occur upon implementation of the proposed project.

GEOLOGY AND SOILS

No unavoidable significant impacts related to geology and soils would occur upon implementation of the proposed project.



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