



1.0 Executive Summary



1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The proposed Canyon City Business Center Project (Project) is located within the City of Azusa (City), in the eastern portion of Los Angeles County, approximately 27 miles northeast of Downtown Los Angeles. The Project site (Site) is located at the existing Colorama Wholesale Nursery located at 1025 North Todd Avenue and is comprised of Assessor's Parcel Numbers (APN) 8617-001-029 and 8900-763-710. The Site is approximately 23.27 acres and is bounded by West Sierra Madre Avenue, light industrial and commercial/business park uses to the north, residential uses to the northeast, North Todd Avenue and recreation uses to the east, light industrial uses to the south and southwest, and open space uses to the west. Vehicular access to the Site is provided via three driveways along Todd Avenue just south of Sierra Madre Avenue.

1.2 PROJECT SUMMARY

The Project proposes to develop approximately 463,316 square feet of industrial business park. Overall, the Project would demolish the existing Colorama Wholesale Nursery (approximately 13,465 square feet) and construct seven industrial buildings with associated parking, landscaping, and infrastructure improvements. The Project proposes seven buildings ranging from approximately 28,576 square feet to approximately 161,231 square feet. Land uses proposed would include industrial uses with office and mezzanine spaces throughout to support warehouse and manufacturing operations. Lot coverage would range from approximately 37 percent to 49 percent. The Project considers two development options for an industrial business park, one with manufacturing uses and one without manufacturing uses; refer to Table 3-1, *Land Use Comparison Between Development Options*, Exhibit 3-3a, *Warehouse Only Option*, and Exhibit 3-3b, *Warehouse/Manufacturing Option*. Site access would be provided via two stop-controlled driveways at Todd Avenue.

In addition, the Project proposes to subdivide the 23.27-acre property into seven parcels (Tentative Parcel Map No. 77150). The parcels would range from 1.79 acres to 7.55 acres. The Project would operate 24 hours a day, 365 days a year. A Variance (to allow on-site storage containers) would also be required for the Project. This Variance would allow overnight trailer parking associated with on-site trucks. It is acknowledged that this is only for storage of trailers, and not sleeping accommodations for truck drivers. Refer to Section 3.3.1, *Project Description*, for additional information concerning the Project's two development options.

1.3 PROJECT GOALS/OBJECTIVES

Pursuant to Section 15124(b) of the *CEQA Guidelines*, the EIR project description must include “[a] statement of objectives sought by the proposed project....The statement of objectives should include the underlying purpose of the project.”



The goals and objectives established for the Project are as follows:

1. Demolish the existing vacant Colorama Wholesale Nursery site and construct an industrial business park, consistent with the surrounding development in conformance with the applicable goals, objectives, and policies of the City's General Plan;
2. Attract high-quality industrial businesses by developing an industrial business park with variety of building configurations and sizes;
3. Develop an industrial business park with an architectural design, landscaping, signage, and operational characteristics that are compatible with existing surrounding uses;
4. Replace the existing obsolete buildings on the Site with an industrial business park that will contribute towards the City's economic development goals;
5. Maximize employment opportunities by entitling a warehouse use that is responsive to market needs and which will add a significant number of high quality jobs to the Site;
6. Entitle a warehouse use that is adjacent to existing infrastructure and available public services and existing facilities;
7. Reduce vehicle miles traveled by entitling a warehouse project in a region with ample available labor; and
8. Entitle a warehouse project that provides employment for skilled construction and labor trades.



1.4 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY

The following summarizes 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 detailed information.

EIR Section	Impact Statement	Standard Conditions of Approval	Mitigation Measure	Significance After Mitigation
5.1	Land Use and Relevant Planning			
	LU-1: Would the Project conflict with Azusa General Plan Policies or Regulations?	SCA LU-1 The Applicant shall identify on the Landscape Concept Plan features (e.g., wayfinding signage and pedestrian crossing pavers or stamped concrete, etc.) that encourage pedestrian and landscape linkages to other areas and businesses, as appropriate.	No mitigation measures are required.	Less Than Significant Impact.
	LU-2: Would the Project conflict with the City of Azusa Municipal Code Standards or Regulations?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts <u>City of Azusa General Plan</u> <ul style="list-style-type: none"> Would the Project have a cumulatively considerable impact on conflicts with the City of Azusa General Plan Policies and Regulations? 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	<u>City of Azusa Municipal Code</u> <ul style="list-style-type: none"> Would the Project have a cumulatively considerable impact on conflicts with the City of Azusa Municipal Code Standards or Regulations? 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
5.2	Aesthetics/Light and Glare			
	AES-1: Would the Project substantially degrade the visual character/quality of the site or its surroundings?	SCA 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 avoid residential areas in the City. The requirement for a Construction Management Plan shall be included in Project specifications, subject to verification by the	No mitigation measures are required.	Less Than Significant Impact.



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		Director of Economic and Community Development prior to final plan approval.		
	AES-2: Would the Project have a substantial adverse effect on a scenic view or vista?	No standard conditions of approval are applicable.	No mitigation measures are required.	No Impact.
	AES-3: Would the Project result in significant impacts to daytime and/or nighttime views in the area as a result of light and glare?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	<p>Cumulative Impacts</p> <p><u>Visual Character/Quality</u></p> <ul style="list-style-type: none"> Would the Project, combined with other related cumulative projects, cause a cumulatively considerable degradation of the visual character/quality of the development sites and their surroundings? 	Refer to SCA AES-1.	No mitigation measures are required.	Less Than Significant Impact.
	<p><u>Scenic Views and Vistas</u></p> <ul style="list-style-type: none"> Would the Project, combined with other related cumulative projects, have a cumulatively considerable adverse effect on a scenic vista? 	No standard conditions of approval are applicable.	No mitigation measures are required.	No Impact.
	<p><u>Light and Glare</u></p> <ul style="list-style-type: none"> Would the Project, combined with other related cumulative projects, cumulatively contribute to considerable light/glare impacts? 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
5.3	Biological Resources			
	BIO-1: Would the Project have an adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	BIO-2: Would the Project interfere with the movement of a native resident or migratory species?	No standard conditions of approval are applicable.	BIO-1 Pursuant to the Migratory Bird Treaty Act (MBTA), Bald/Golden Eagle Protection Act, and California Fish and Wildlife Code (Sections 3503, 3503.5, 3511, and 3513), if the Project Applicant conducts all site disturbance/vegetation removal activities (such as removal of any trees, shrubs, or any other potential nesting habitat) outside the avian nesting season, January 1 through August 31, no further action is necessary. However, if ground disturbance/vegetation removal cannot occur outside of the nesting season, a qualified biologist shall conduct a pre-construction clearance survey for active nests within three to seven	Less Than Significant Impact With Mitigation Incorporated.



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			<p>days of the start of any ground disturbing activities to ensure that no birds are nesting on or within 500 feet of the Site. If ground-disturbing activities are delayed or suspended for more than seven days after the survey, the site and buffer areas shall be resurveyed if suitable habitat is present. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active bird nests would occur during site disturbance activities.</p> <p>If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside a buffer determined by the biologist in consultation with California Department of Fish and Wildlife (CDFW), or construction shall be delayed until the nest is inactive. The buffer distance shall also be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. These buffers are typically 300 feet from the nests of non-listed, non-raptors and 500 feet from the nests of listed species or raptors. A biological monitor shall be retained and be present during site disturbance activities in order to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, a monitoring report shall be prepared and submitted to the City of Azusa Community Development Department for review and approval prior to initiation of construction activities within the buffer area. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until written authorization is received by the qualified biologist and City of Azusa Community Development Department.</p>	



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	<p>Cumulative Impacts</p> <p><u>Special-Status Plant and Wildlife Species</u></p> <ul style="list-style-type: none"> Would the Project, combined with implementation of other related cumulative projects, have a cumulatively considerable adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status? 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	<p><u>Wildlife Corridors</u></p> <ul style="list-style-type: none"> Would the Project, combined with implementation of other related cumulative projects, cause a cumulatively considerable interference with the movement of a native resident or migratory species? 	No standard conditions of approval are applicable.	Refer to Mitigation Measure BIO-1.	Less Than Significant Impact With Mitigation Incorporated.
5.4	Tribal and Cultural Resources			
	CUL-1: Would the Project cause a significant impact to an historical resource?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	CUL-2: Would the Project cause a significant impact to an archaeological resource on-site?	<p>SCA CUL-1 In accordance with Municipal Code Section 88.30.012, if evidence of subsurface cultural resources is found during excavation and other ground-breaking activities, excavation and other construction activity within 50 feet of the find shall cease and the construction contractor shall contact the City of Azusa Community Development Department. With direction from the Director of Community Development, a Registered Professional Archaeologist approved by the City shall be retained to evaluate the discovery prior to resuming grading in the immediate vicinity of the find. If the discovery is believed to be an important Native American deposit, a Native American representative shall be contacted to allow for their concerns to be addressed. If warranted, the archaeologist shall develop a Research Design and Data Recovery Program to mitigate impacts. Mitigation may include, but shall not be limited to, salvage excavation, laboratory analysis and processing, research, curation of the find in a local museum or repository, and preparation of a report summarizing the find.</p>	No mitigation measures are required.	Less Than Significant Impact.



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	CUL-3: Would the Project could cause a significant impact to a paleontological resource?	SCA CUL-2 If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity within 50 feet of the find 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.		Less Than Significant Impact.
	CUL-4: Would the Project cause a significant impact to human remains?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	CUL-5: Would the Project cause a significant impact to a tribal cultural resource?	Refer to SCA CUL-1.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts <ul style="list-style-type: none"> Would the Project, combined with other related cumulative projects, cause a cumulatively considerable impact to a historical resource, archaeological resource, paleontological resource, human remains, or a tribal cultural resource? 	Refer to SCA CUL-1 and SCA CUL-2.	No mitigation measures are required.	Less Than Significant Impact.
5.4	Geology and Soils			
	GEO-1: Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State geologist for the area or based on other substantial evidence of a known fault?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	GEO-2: Would the Project expose people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	SCA GEO-1 Prior to issuance of a grading permit, the Project Applicant shall demonstrate, to the satisfaction of the City of Azusa Building Official, that the recommendations for design and construction identified in the <i>Preliminary Geotechnical Study, Colorama Nursery, 1025 North Todd Avenue, Azusa, California</i>	No mitigation measures are required.	Less Than Significant Impact.



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		(Geotechnical Study), prepared by TGR Geotechnical, Inc., dated August 31, 2017, have been incorporated into the Project design, grading plans, and building plans. The Project's final grading plans, foundation plans, building loads, and specifications shall be reviewed by a State of California Registered Professional Geologist/Registered Professional Engineer to verify that the Geotechnical Study's recommendations have been incorporated and updated, as needed.		
	GEO-3: Would the Project expose people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction or seismically-induced settlement?	SCA GEO-2 Pursuant to the Seismic Hazards Mapping Act, the Project Applicant shall submit the <i>Preliminary Geotechnical Study, Colorama Nursery, 1025 North Todd Avenue, Azusa, California</i> (Geotechnical Study), prepared by TGR Geotechnical, Inc., dated August 31, 2017, to the State Geologist within 30 days after the EIR is certified and the report is approved by the City of Azusa Building Official.	No mitigation measures are required.	Less Than Significant Impact.
	GEO-4: Would the Project result in substantial soil erosion or loss of topsoil?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	GEO-5: Would the Project result in significant impacts related to unstable geologic conditions, including landslide, lateral spreading, subsidence, liquefaction, collapse, and expansive soils?	Refer to SCA GEO-1 and SCA GEO-2.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts <ul style="list-style-type: none"> Would the Project, combined with other related cumulative projects, cause a cumulatively considerable effect of exposing people or structures to potential substantial adverse effects involving geology and soils? 	Refer to SCA GEO-1 and SCA GEO-2.	No mitigation measures are required.	Less Than Significant Impact.
5.5	Hydrology and Water Quality			
	HWQ-1: Would the Project's construction violate water quality standards or waste discharge requirements?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	HWQ-2: Would Project operations result in increased run-off amounts and degraded water quality?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.



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	<p>Cumulative Impacts</p> <p><u>Water Quality – Short-Term Impacts</u></p> <ul style="list-style-type: none"> Would construction-related activities associated with the Project and other related cumulative projects cause a cumulatively considerable violation of water quality standards or waste discharge requirements. 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	<p><u>Water Quality – Long -Term Operational Impacts</u></p> <ul style="list-style-type: none"> Would implementation of the Project and other related cumulative projects result in a cumulatively considerable increase in run-off amounts and degraded water quality? 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
5.6	Hazards and Hazardous Materials			
	<p>HAZ-1: Would short-term construction activities create a significant hazard to the public or environment through accident conditions involving the release of hazardous materials?</p>	No standard conditions of approval are applicable.	<p>HAZ-1 Prior to issuance of a grading permit, a Soil Management Plan (SMP) shall be prepared by a qualified environmental professional with Phase II/Site Characterization experience. The SMP shall be made available to the contractor and the City Engineer for use during grading activities. The SMP shall include verification sampling for soil import/export to confirm no presence of hazardous materials. The SMP shall also include a decision framework and specific risk management measures for managing soil in a manner protective of human health and consistent with applicable regulatory requirements.</p>	Less Than Significant Impact With Mitigation Incorporated.
	<p>HAZ-2: Would Project operations create a significant hazard to the public or environment through accidental conditions involving the release of hazardous materials?</p>	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	<p>HAZ-3: Would Project operations create a significant hazard to the public or environment through interference with an adopted emergency response or evacuation plan?</p>	Refer to SCA TRA-1 presented in <u>Section 5.8, Traffic and Circulation.</u>	No mitigation measures are required.	Less Than Significant Impact.
	<p>Cumulative Impacts</p> <ul style="list-style-type: none"> Would Project development and cumulative development could result in cumulatively considerable impacts related to hazards and hazardous materials? 	No standard conditions of approval are applicable.	Refer to Mitigation Measure HAZ-1.	Less Than Significant Impact With Mitigation Incorporated.



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5.7	Traffic and Circulation			
	<p>TRA-1: Would the Project's construction cause a significant increase in traffic for existing conditions when compared to the traffic capacity of the street system?</p>	<p>SCA 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 construction vehicles haul routes for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.) to access the Site; necessary traffic controls and detours; and a construction phasing plan for the Project. • Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets. • Require the Contractor 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 Contractor 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. • Hauling or transport of oversize loads shall be allowed between the hours of 9:00 a.m. and 3:00 p.m. only, Monday through Friday, unless approved otherwise by the City Engineer. No hauling or transport shall be allowed during nighttime hours, weekends, or Federal holidays. 	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>



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		<ul style="list-style-type: none"> • Appropriate traffic control personnel ("flaggers") shall be utilized to ensure construction vehicles operate safely and minimize traffic disruptions along the immediately adjacent local roadways (e.g., North Todd Avenue, Sierra Madre Avenue, and 10th Street). • Use of local streets shall be prohibited. • Haul trucks entering or exiting public streets shall yield to public traffic at all times. • If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the contractor shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer. • All constructed-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site. • This Construction Management Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device as well as City of Azusa requirements. 		
	TRA-2: Would Project operations cause a significant increase in traffic when compared to the traffic capacity of the street system?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	TRA-3: Would the Project result in a hazardous traffic condition either on-site or in the surrounding area?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	TRA-4: Would the Project result in inadequate emergency access?	Refer to SCA TRA-1.	No mitigation measures are required.	Less Than Significant Impact.
	<p>Cumulative Impacts</p> <p><u>Construction Traffic</u></p> <ul style="list-style-type: none"> • Would construction activities associated with the Project, and other related cumulative projects, cause a cumulatively considerable effect on the existing traffic? 	Refer to SCA TRA-1.	No mitigation measures are required.	Less Than Significant Impact.



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	<u>Project Traffic Generation</u> <ul style="list-style-type: none"> Would implementation of the Project and other related cumulative projects, cause a cumulatively considerable increase in traffic for existing and future cumulative conditions when compared to the traffic capacity of the street system? 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	<u>Hazardous Traffic Conditions</u> <ul style="list-style-type: none"> Would development of the Project, and other related cumulative projects, cause cumulatively considerable hazardous traffic conditions? 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	<u>Emergency Access</u> <ul style="list-style-type: none"> Would the Project in conjunction with other related projects result in cumulatively considerable impacts to emergency access? 	Refer to SCA TRA-1.	No mitigation measures are required.	Less Than Significant Impact.
5.8	Air Quality			
	AQ-1: Would short-term construction activities associated with the Project result in air pollutant emission impacts or expose sensitive receptors to substantial pollutant concentrations?	SCA AQ-1 The following measures shall be incorporated into Project plans and specifications as implementation of South Coast Air Quality Management District (SCAQMD) Rule 403: <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 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, 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; 	AQ-1 The Project shall utilize "Super-Compliant" low volatile organic compounds (VOC) paints which have been reformulated to exceed the regulatory VOC limits put forth by South Coast Air Quality Management District (SCAQMD) Rule 1113. Super-Compliant low VOC paints shall be no more than 50 grams per liter of VOC. Alternatively, the Applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings.	Less Than Significant Impact With Mitigation Incorporated.



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		<ul style="list-style-type: none"> • 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; and • All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the Site. <p>SCA AQ-2 Per the California Air Resources Board (CARB), in Title 13, Chapter 10, Section 2485, Division 3 of the of the California Code of Regulations, heavy-duty trucks accessing the Site shall not idle for greater than five minutes at any location in order to reduce construction exhaust emissions and construction traffic. Grading plans shall reference that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling.</p>		
	<p>AQ-2: Would implementation of the Project result in increased impacts pertaining to operational air emissions?</p>	<p>No standard conditions of approval are applicable.</p>	<p>AQ-2 In order to reduce Project-related air pollutant and greenhouse gas emissions, and promote sustainability through conservation of energy and other natural resources, building and site plan designs shall ensure the Project energy efficiencies meet applicable (2016) California Title 24 Energy Efficiency Standards.</p> <p>AQ-3 To reduce water consumption and the associated energy-usage, the Project shall be designed to comply with the mandatory reductions in indoor water usage contained in the incumbent California Green Building Code and any mandated reduction in outdoor water usage contained in the City of Azusa's water</p>	



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			<p>efficient landscape requirements. Additionally, the Project shall implement the following:</p> <ul style="list-style-type: none"> • Landscaping palette emphasizing drought tolerant plants; • Use of water-efficient irrigation techniques; • Maximize the planting of trees in landscaping and parking lots; • Use light colored paving and roofing materials; • Utilize only Energy Star heating, cooling, and lighting devices, and appliances; • Install light colored “cool” roofs and cool pavements; and • EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets, and water-conserving shower heads. <p>AQ-4 The truck access gates and loading docks within the truck court on the Site shall be posted with signs that state:</p> <ul style="list-style-type: none"> • Truck drivers shall turn off engines when not in use; • Diesel delivery trucks servicing the Project shall not idle for more than five minutes; and • Telephone numbers of the building facilities manager and the California Air Resources Board (CARB) to report violations. <p>AQ-5 Any proposed buildings utilizing refrigerated storage shall provide an electrical hookup for refrigeration units on delivery trucks. Trucks incapable of utilizing the</p>	



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			<p>electrical hookup for powering refrigeration shall be prohibited from accessing the Site.</p> <p>AQ-6 The Applicant shall make its tenants aware of the funding opportunities, such as the Carl Moyer Memorial Air Quality Standards Attainment Program, and other similar funding opportunities, by providing applicable literature on such funding opportunities as available from the California Air Resources Board (CARB).</p> <p>AQ-7 The proposed site plan design shall provide a minimum of two on-site electric vehicle charging stations.</p>	
	<p>AQ-3: Would development associated with implementation of the Project result in localized emissions impacts or expose sensitive receptors to substantial pollutant concentrations?</p>	<p>Refer to SCA AQ-1 and SCA AQ-2.</p>	<p>Refer to Mitigation Measures AQ-1 through AQ-7.</p>	<p>Less Than Significant Impact with Mitigation Incorporated.</p>
	<p>AQ-4: Would implementation of the Project conflict with or obstruct implementation of the applicable air quality plan?</p>	<p>Refer to SCA AQ-1 and SCA AQ-2.</p>	<p>Refer to Mitigation Measures AQ-1 through AQ-7.</p>	<p>Significant and Unavoidable Impact.</p>
	<p>Cumulative Impacts</p> <p><u>Short-Term (Construction) Air Emissions</u></p> <ul style="list-style-type: none"> Would short-term construction activities associated with the Project and other related cumulative projects, result in cumulatively considerable increased air pollutant emission impacts or expose sensitive receptors to increased pollutant concentrations? 	<p>Refer to SCA AQ-1 and SCA AQ-2.</p>	<p>Refer to Mitigation Measure AQ-1.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>
	<p><u>Long-Term (Operational) Air Emissions</u></p> <ul style="list-style-type: none"> Would the Project and other related cumulative projects result in increased impacts pertaining to operational air emissions? 	<p>No standard conditions of approval are applicable.</p>	<p>Refer to Mitigation Measures AQ-2 through AQ-7.</p>	<p>Significant and Unavoidable Impact.</p>
	<p><u>Localized Emissions</u></p> <ul style="list-style-type: none"> Would development associated with implementation of the Project and other cumulative projects result in cumulatively considerable localized emissions impacts or expose sensitive receptors to substantial pollutant concentrations? 	<p>Refer to SCA AQ-1 and SCA AQ-2.</p>	<p>Refer to Mitigation Measures AQ-2 through AQ-7.</p>	<p>Less Than Significant with Mitigation Incorporated.</p>



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	<u>Consistency With Regional Plans</u> <ul style="list-style-type: none"> Would implementation of the Project and other related cumulative projects conflict with or obstruct implementation of the applicable air quality plan? 	Refer to SCA AQ-1 and SCA AQ-2.	Refer to Mitigation Measures AQ-1 through AQ-7.	Significant and Unavoidable Impact.
5.9	Greenhouse Gas Emissions			
	GHG-1: Would greenhouse gas emissions generated by the Project have a significant impact on global climate change?	No standard conditions of approval are applicable.	Refer to Mitigation Measures AQ-2 through AQ-7.	Significant and Unavoidable Impact.
	GHG-2: Would implementation of the Project conflict with an applicable greenhouse gas reduction plan, policy, or regulation?	No standard conditions of approval are applicable.	Refer to Mitigation Measures AQ-2 through AQ-7.	Significant and Unavoidable Impact.
	Cumulative Impacts			
	<u>Greenhouse Gas Emissions</u> <ul style="list-style-type: none"> Would greenhouse gas emissions generated by the Project and other related cumulative projects have a cumulatively considerable impact on global climate change? 	No standard conditions of approval are applicable.	Refer to Mitigation Measure AQ-2 through AQ-7.	Significant and Unavoidable Impact.
	<u>Consistency with Applicable GHG Plans, Policies, or Regulations</u> <ul style="list-style-type: none"> Would implementation of the Project and other related cumulative projects could cause a cumulatively considerable conflict with an applicable greenhouse gas reduction plan, policy, or regulation? 	No standard conditions of approval are applicable.	Refer to Mitigation Measure AQ-2 through AQ-7.	Significant and Unavoidable Impact.
5.10	Noise			
	NOI-1: Would Project construction result in significant temporary noise impacts to nearby noise sensitive receivers?	<p>SCA NOI-1 Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall only occur between the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, unless otherwise allowed through conditions of approval (City of Azusa Municipal Code Section 88.31.020(C)(3)). The Project construction supervisor shall ensure compliance with the note and the City shall conduct periodic inspection at its discretion.</p> <p>SCA NOI-2 During all Site construction, the construction contractors shall equip all construction</p>	No mitigation measures are required.	Less Than Significant Impact.



EIR Section	Impact Statement	Standard Conditions of Approval	Mitigation Measure	Significance After Mitigation
		<p>equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Site.</p> <p>SCA NOI-3 The construction contractor shall locate equipment staging in areas that would create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Site during all Project construction (i.e., to the center).</p>		
	NOI-2: Would Project implementation result in significant vibration impacts to nearby sensitive receptors?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	NOI-3: Would traffic generated by the Project significantly contribute to existing traffic noise in the area or exceed established noise standards?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	NOI-4: Would the Project result in a significant increase in long-term operational stationary ambient noise levels?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	<p>Cumulative Impacts</p> <p><u>Short-Term Construction Noise Impacts</u></p> <ul style="list-style-type: none"> • Would Project construction result in cumulatively significant short-term noise impacts to nearby noise sensitive receivers? 	Refer to SCA NOI-1 through SCA NOI-3.	No mitigation measures are required.	Less Than Significant Impact.
	<p><u>Vibration Impacts</u></p> <ul style="list-style-type: none"> • Would Project implementation result in cumulatively significant vibration impacts to nearby sensitive receptors? 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	<p><u>Long-Term (Mobile) Noise Impacts</u></p> <ul style="list-style-type: none"> • Would traffic generated by the Project cause cumulatively considerable traffic noise in the area or exceed established noise standards? 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	<p><u>Long-Term (Stationary) Noise Impacts</u></p> <ul style="list-style-type: none"> • Would the Project cause a cumulatively considerable increase in long-term operational stationary ambient noise levels? 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.



EIR Section	Impact Statement	Standard Conditions of Approval	Mitigation Measure	Significance After Mitigation
5.11	Public Services and Utilities			
	PSU-1: Would the Project result in the need for additional fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	PSU-2: Would the Project result in the need for additional police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	PSU-3: Would the Project exceed wastewater treatment requirements of the RWQCB or require or result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	PSU-4: Would the Project require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects and would not have insufficient water supplies to serve the Project?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	PSU-5: Would the Project result in significant impacts from the construction of new stormwater drainage facilities or the expansion of existing facilities?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	PSU-6: Would the Project be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and would comply with federal, state, and local statutes and regulations related to solid waste?	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts <u>Fire Protection Services</u> <ul style="list-style-type: none"> Would the Project, in combination with other cumulative projects, result in cumulatively considerable impacts to fire protection services? 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.



EIR Section	Impact Statement	Standard Conditions of Approval	Mitigation Measure	Significance After Mitigation
	<u>Police Protection Services</u> <ul style="list-style-type: none"> Would the proposed Project, in combination with other cumulative projects, result in cumulatively considerable impacts to police protection services? 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	<u>Wastewater Treatment Requirements and Wastewater Facilities</u> <ul style="list-style-type: none"> Would the Project, in combination with other cumulative projects, result in significant impacts to wastewater treatment requirements and wastewater facilities? 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	<u>Water Facilities and Water Supply</u> <ul style="list-style-type: none"> Would the Project, in combination with other cumulative projects, result in cumulatively considerable impacts related to the construction of water facilities and water supplies? 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	<u>Stormwater Drainage Facilities</u> <ul style="list-style-type: none"> Would the Project, in combination with other cumulative projects, result in cumulatively considerable impacts related to the construction of stormwater drainage facilities? 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.
	<u>Solid Waste Generation</u> <ul style="list-style-type: none"> Would the Project, in combination with other cumulative projects, result in cumulatively considerable impacts to solid waste? 	No standard conditions of approval are applicable.	No mitigation measures are required.	Less Than Significant Impact.



1.5 SIGNIFICANT AND UNAVOIDABLE IMPACTS

While the specific mitigation measures and standard conditions of approval summarized above would reduce the level of many significant impacts to a less than significant level, the Draft EIR identified the following areas where, after implementation of feasible mitigation and standard conditions of approval, the Project may nonetheless result in impacts which cannot be fully mitigated. Various benefits would accrue from implementation of the Project, which must be weighed against the potential adverse effects of project implementation in deciding whether to approve the project. These potential benefits will be set forth in a “Statement of Overriding Considerations,” which is required by CEQA prior to approving a project with unavoidable significant impacts.

AIR QUALITY

- Long-Term (Operational) Air Emissions;
- Cumulative Operational Emissions; and
- Consistency with Regional Plans.

GREENHOUSE GAS EMISSIONS

- Cumulative GHG Emissions; and
- Consistency with Regional Plans.

1.6 SUMMARY OF PROJECT ALTERNATIVES

“NO PROJECT” ALTERNATIVE

In accordance with the *CEQA Guidelines*, “the no project analysis shall discuss the existing conditions ..., as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” The *CEQA Guidelines* continue to state that “in certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.” The No Project Alternative includes a discussion and analysis of the existing baseline conditions at the time the Notice of Preparation was published (February 21, 2018). Under this alternative, the Site’s existing improvements associated with the Site’s former use as a wholesale nursery would remain and no new development would occur. As concluded in Section 7.4, “No Project” Alternative, although selection of this alternative would avoid the Project’s significant and unavoidable air quality and greenhouse gas (GHG) emissions impacts, this alternative would not attain any of the Project objectives, since the existing vacant Colorama Wholesale Nursery would not be demolished and an industrial business park would not be developed on-site.

“REDUCED DENSITY OPTION ONE” ALTERNATIVE

The Reduced Density Option One Alternative would reduce development of the Project’s Warehouse and Manufacturing Option by 30 percent (324,321 square feet). The Site boundaries would remain the same as the Project and the proposed uses would be similar to the Project’s Warehouse and Manufacturing Option. This alternative would also be configured as seven separate buildings with the



remaining areas improved with landscaping and surface parking spaces. Given the 30 percent reduction in development, it is assumed that the building footprints and required parking spaces would be slightly reduced, resulting in slightly more pervious landscaping areas on-site. As concluded in Section 7.5, “Reduced Density Option One” Alternative, selection of this alternative would not avoid the Project’s significant and unavoidable impacts associated with operational NO_x emissions and consistency with the *2016 Air Quality Management Plan (2016 AQMP)*. Selection of this alternative also would not avoid the Project’s significant and unavoidable impacts concerning GHG emissions and GHG plan consistency. The Reduced Density Option One Alternative would achieve most of the Project objectives but not to the extent of the Project.

“REDUCED DENSITY OPTION TWO” ALTERNATIVE

The Reduced Density Option Two Alternative would reduce development of the Project’s Warehouse and Manufacturing Option by 50 percent (231,659 square feet). The Site boundaries would remain the same as the Project and the proposed uses would be similar to the Project’s Warehouse and Manufacturing Option. This alternative would also be configured as seven separate buildings with the remaining areas improved with landscaping and surface parking spaces. Given the 50 percent reduction in development, it is assumed that the building footprints and required parking spaces would be reduced, resulting in more pervious landscaping areas on-site. As concluded in Section 7.6, “Reduced Density Option Two” Alternative, selection of this alternative would avoid the Project’s significant and unavoidable impacts related to operational air quality emissions and 2016 AQMP consistency. However, selection of this alternative would not avoid the Project’s significant and unavoidable impacts concerning GHG emissions and GHG plan consistency. The Reduced Density Option Two Alternative would achieve most of the Project objectives but not to the extent of the Project.



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